



SUPER STREET

VOL. 19 NO. 6 SUPERSTREETONLINE.COM

THE BEST TUNER MAG EVER

CULTURE SHOCK!

WHY THE
JAPANESE CAR SCENE
IS BETTER THAN EVER

TOKYO
AUTO SALON
2015

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CLUTCHES & FLYWHEELS
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UNLEASH THE CREEPERS!

Welcome to Tokyo Auto Salon, where guys can't wait to see the Super GT Lexus RC F, or maybe see a girl for the first time...

Photo: Sam Du

THE JAPAN ISSUE

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**YOU DRIVE INTO A
DOWNPOUR. TIME TO:**

- ☐ take cover
- ☒ take control



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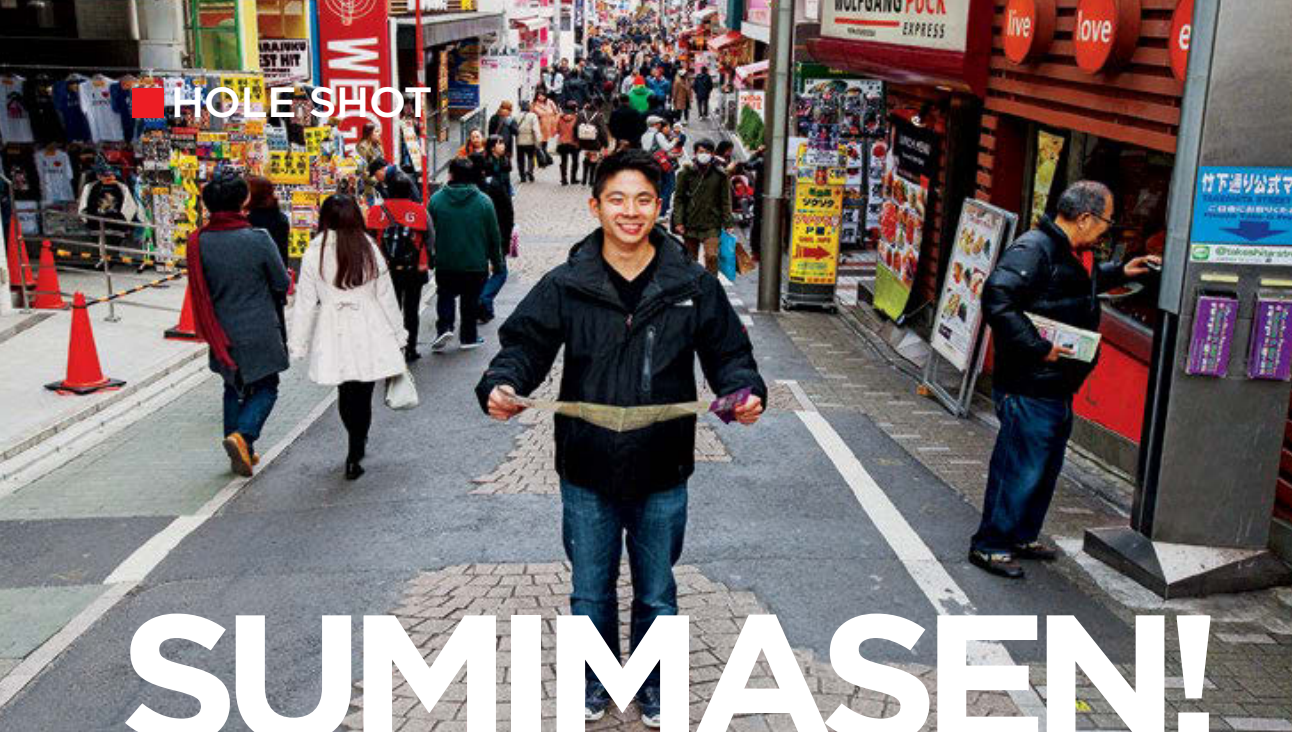
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SUMIMASEN!

Excuse me, but you just picked up what is perhaps the best issue of the year—The Japan Issue! For 11 months, the staff and I save every last penny in the piggy bank because come January, it's time to make it rain and splurge on a weeklong experience that takes place during Tokyo Auto Salon. This year would be my first year leading the troops as editor-in-chief. The responsibility and livelihood of Sean Russell, Jofel Tolosa, and this magazine would fall on my shoulders—no pressure, right?! Luckily, my team and I banded together like Power Rangers and came home with what might be the most well-rounded Japan issue of all time.

We covered our bases first by making our way to Makuhari Messe all three days of the 33rd annual Toyko Auto Salon. Inside this issue, you'll find only the most important cars and parts. But, of course, the show is so massive and we literally have thousands of photos. You can find everything else we couldn't fit in the mag on superstreetonline.com.

TAS was only the beginning of our journey, though... Instead of heading to the same ol' shops, we linked up with real enthusiasts who wrench on their cars at home, attend weekend track events, and drive their projects every day—much like you and I. Our first taste of the local scene started when we held *Super Street's* first get-together in Tokyo with the help of local car club Hardcore Japan. Getting a chance to talk to local car guys and check out hundreds of daily-driven rides made us fall in love all over again with the scene in Japan.

The day after Auto Salon, we got another taste of the community as we headed two hours north to Nikko Circuit. It was there, where we witnessed some of the most skillful and graceful drifting known to man. Don't believe us? Head over to our website for one sick video from this grassroots drift event.

Sean, Jofel, and I finished up the trip organizing photo shoots with a handful of the baddest project cars we came across. This included a pair of gnarly NSXs and Skylines, a four-rotor RX-7, and one slick AE86. For good measure, our own Mike Sabouchi was able to visit Japan a couple weeks after Auto Salon to give you an exclusive report on HKS Premium Day—I'm a bit jealous, but I guess it's payback for not bringing him to TAS!

In last year's Hole Shot, I made the statement that Tokyo Auto Salon should be on your bucket list...but how can you go to Japan just once? After this trip, there's so much about the country, its culture, and the people there that go beyond the show. I've learned to appreciate something new each time, and every year continues to get better and leave me hungry for more.

Sam Du
Editor-in-Chief

RANDOM AWESOME MOMENTS IN JAPAN



1. Never know who you're going to run into at Narita airport...Mark Arcenel of Fatlace in the flesh! 2. From 808 to Tokyo, it was a pleasure seeing my Hawaii fam Sara Choi and Alex Kamm. 3. Signal Auto has been a good friend of SS for years—here with Yumi Mano of Signal. 4. It's 5 a.m., we just got back from the club, and here's a lady passed out at this 24-hour ramen joint. 5. Blast from the past—had drinks with old SS and IT editor Carter Jung. 6. The world's busiest intersection in Shibuya...of course, I'm there when it's empty.

SUPER STREET

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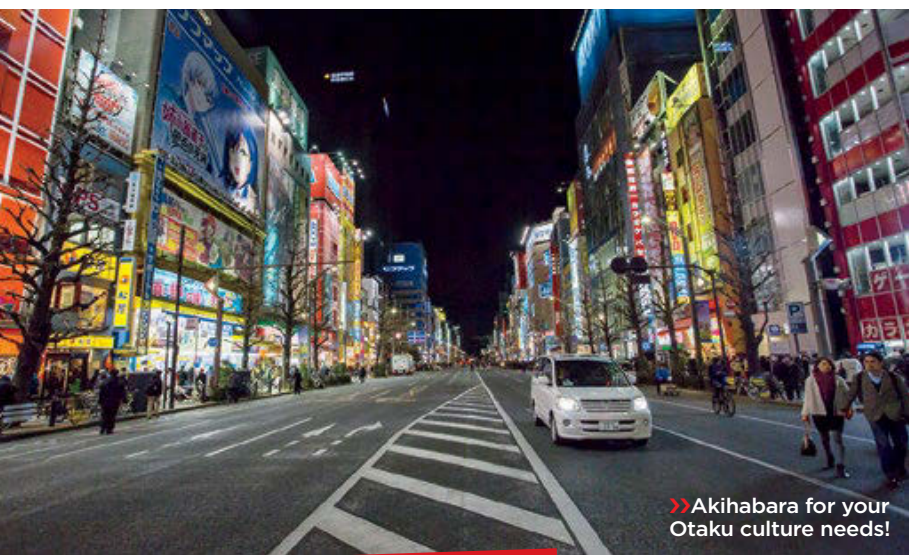
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>>We all have that *gaijin* friend.

JDM EDITION



>>TAS noOb!

With so many things to do in so little time, my first Japan trip was nothing short of amazing. My curious *gaijin* mind was mesmerized with all the fascinating thrills the country had to offer. Plus, I took a risk and decided to take the unconventional path. Instead of focusing on the bigger-name car shops during our trip, I wanted a taste of the underground scene and to experience meets, watch street drifting, ride shotgun down the wangan—all of it! I didn't want the information to get lost in translation, either. So thanks to the friends I've made—D Mendoza from SSauto Power, Jun-ichi Takahashi from Hardcore Japan, and Zee Zayas from All That Low—fingers crossed I finally got it right.

When we arrived, Zee was kind enough to pick us up from Narita Airport and take us to our hotel located in the Akihabara district. Not wasting any time, the long flight plus the time difference didn't stop us from getting work done. So we booked it to Roppongi for a quick stop at RWB's annual meet, then made our way to hosting our first Tokyo Fresh car meet in nearby Odaiba (read more on p. 16).

While Tokyo Auto Salon was the main reason why we were there, I couldn't help but get excited for what the underground scene had to offer. After the second day of the show, I connected with D, Jun, and Formula D driver Matt Field as they planned an exciting evening for me. It was a night I'm never going to forget to say the least. Our first stop was at Hardcore Japan HQ in Adachi Ku, Tokyo—for those who don't know, Hardcore is essentially a lifestyle brand. After hanging out for a quick minute, we proceeded to Oval Auto to meet up with Daisuke Yokoyama, where he gave me a ride in his 700hp R33 Skyline (feature on p. 24). And it didn't stop there... We stopped by the famous Daikoku rest area, where a few cars gathered and where I first encountered

a Bosozoku bike club. Our last destination of that night was at a corner of the Daikoku shipping paddocks, where I witnessed my first street drifting session. It's something I would never encourage anyone to do back home, but it's simply the lifestyle some of the enthusiasts live here. Of course, it didn't last long as the cops came. I had to run as fast as I could, leap guardrails, and hop into the getaway van. When we were safe and the cops cleared, these hard-core street drivers went back to the very same spot and continued to drift. Pure gangsta!

Note: A warning to anyone who might watch illegal drifting in Japan—if you're caught spectating, you could be sent home and banned from visiting the country again. Watch at your own risk!

The Monday after the last day of Tokyo Auto Salon was "Seijin no hi," a Japanese holiday otherwise known as "Coming of Age Day." It was kind of spooky to see the streets of Tokyo so empty, but we weren't going to be hangin' around the city as we had a full day planned at Car Modify Wonder's drift event (read more on p. 56). We got there a little late, but it was eye candy and eargasms all day. Every single car looked superb, and they had no resemblance to some of the awful "missile car" looks we have here in the States.

On our final day, we met up with Jun Saitoh and Yoshinobu Yamamoto near our hotel for the dual NSX feature (p. 48). It was a photo shoot of epic proportions. That night, we celebrated a successful trip with some shabu shabu and a few drinks in the Tokyo nightlife.

I won't ever forget my time in Japan. In fact, Sam and I almost missed our flight because we were gallivanting last minute in Shibuya and Harajuku. I know I've only scratched the surface and I still have much to learn about the culture, the fetishistic appreciation for cars, and the perfection approach to every technique. This whole trip was a blur of unimaginable awesomeness. There's something about Japan that changes you, and you can bet I'll be back. To all my friends in Japan, arigatou gozaimasu!



>>Daikoku rest area is the place to be.



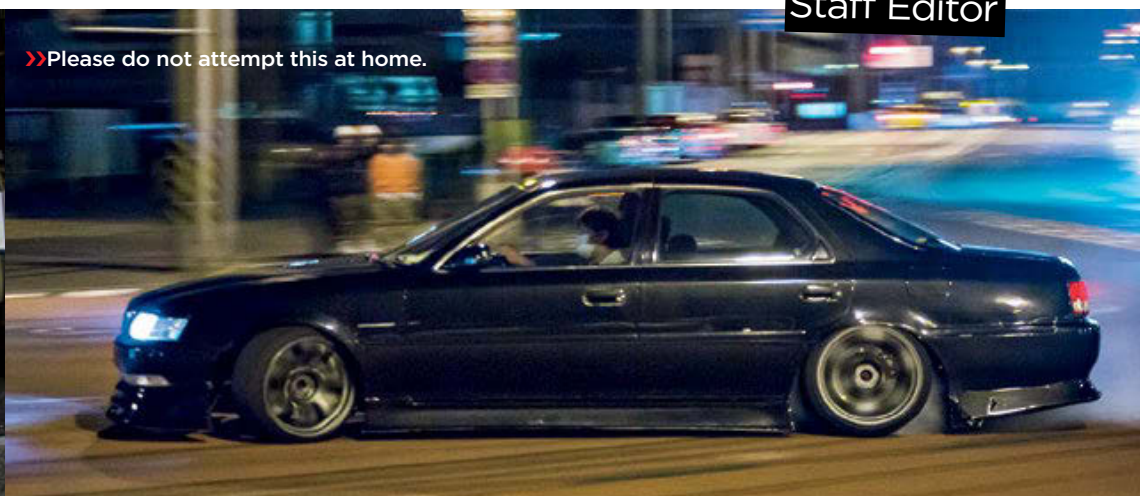
>>Hardcore Japan is essentially a car culture lifestyle brand.



>>Harajuku Alley is like Santee Alley in Los Angeles, except cleaner and a million times more awesome.



>>Oval Auto in Adachi Ku.



>>Please do not attempt this at home.

Jofel Tolosa
Staff Editor



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By: Mike Forsythe

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- Daisy chain connection



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Silver
Flat Black



SP3

3 PIECE CONSTRUCTION HTM SUPER LOW DISK 1/2 inch (13mm) DEEP OPTION COLOR DISK

16 INCH 17 INCH 18 INCH 19 INCH 20 INCH

Titan Silver
Silver
Flat Black

Center cap optional



MS1

3 PIECE CONSTRUCTION HTM SUPER LOW DISK 1/2 inch (13mm) DEEP OPTION COLOR DISK

15 INCH 16 INCH 17 INCH 18 INCH 19 INCH 20 INCH

Silver
Flat Black

Center cap optional



SP1

3 PIECE CONSTRUCTION HTM SUPER LOW DISK 1/2 inch (13mm) DEEP OPTION COLOR DISK

15 INCH 16 INCH 17 INCH 18 INCH 19 INCH 20 INCH

Silver
Flat Black

Center cap optional

TRAVEL TIPS FROM A GAIJIN

Staffer Sean Russell is becoming quite the Japan veteran.

Having visited the country before in his days at *Super Street Bike*, and now going on behalf of *Super Street* for the last two years, we asked him to give us some helpful tips for our readers. After all, it's not the easiest thing going to Japan as a 6'3" all-American boy from Washington!

» Most locals don't speak English, so be prepared.

» **Don't tip; it's not expected.**

» Food/drink servers take pleasing you seriously. Don't be shy, and call out "Sumimasen" whenever something is needed.

» Train apps and maps are confusing. **You will get lost.**

Multiple trains come to the same platform at specified times. See if a local can assist in mapping your routes.

» Toyota Century sedans driven by anyone outside of government are viewed as trouble by police.

» **Love hotels or F'shacks are commonplace. Prostitution seems pretty legal.**

» Have cash handy. Items like ramen and train tickets are many times Yen only.

» Adding "san" to the end of a name is a form of respect (i.e., Jofel-san).

» Respect and following rules are huge, and Japanese can be judgmental. Ask to take photos at a car shop before shooting, offer/take biz cards with two hands (do not put in back pocket), do not litter, be on time, lower head when meeting/leaving someone official, etc.

» Theft here is a "no no," so don't fret if you left your phone on a bar table because you can be assured it's still there or staff has it.

» Locals showing you around will often insist on paying for things. Accept but be sure to reciprocate with a follow-up gift.

» Police are strict (knife possession in car comes with jail time) but can be talked back by assertive westerners in worst-case scenarios.

» **The current exchange rate is in our favor—things are now more affordable!**

» A semi-double hotel room is fit for one adult.

» Rent a Wi-Fi hotspot when you land. Outlets will accept your two-pronged devices.

» **Traditional toilets are holes in the ground. Western toilets have heated seats. You choose.**

» 7-Eleven sticky buns are good. McDonalds Japan is not as greasy. Rest stops are like food courts.

"Drinking on the street is legal, everywhere. Bars are open past 4 a.m."



» Trip highlight: Riding shotgun with Car Modify Wonder at Nikko. Such a clean S14.

Photo: Ryo Kaneta



» Breakfast of champions.



» Your sidecar ain't got s**t on this.



Seen enough thumbs-up yet?



» Bro face after meeting Daigo.

WORDS TO KNOW

Amazing: Sugoi (Se-goiil)

To scheme on chicks: Nanpa (nan-pa)

Cute girl (say to her): Kawaii (ka-why-ee)

I like: Suki (ski)

Yes: Hai (hi)

Nice to meet you: Hajimemashite (Ha-jee-may-mah-shtay)

Goodbye: Sayonara (sah-yo-nar-ra)

Thank you (formal): Arigatou gozaimasu (Ah-ree-gah-toe Go-zai-mah-s)

Good afternoon: Konnichiwa (ko-ni-chee-wah)

Excuse me: Sumimasen (sue-me-mah-sen)

Bathroom: Toire (toh-ee-ray)

Photo (can I take): Shashin (shah-sheen?)

How much: O-ikura desu ka (Oye-kura-desca)

Beer: Biiru (Bee-du)

Cold water: Ohiya (Oo-he-a)

Noodles: Ramen | Udon | Soba

Beef: Gyu-niku (G-you-nee-cu)

Chicken: Tori-niku (Tory-nee-cu)



» Last day of the trip. Success!



» My brother joined and popped his TAS cherry.



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[GAS PANIC]

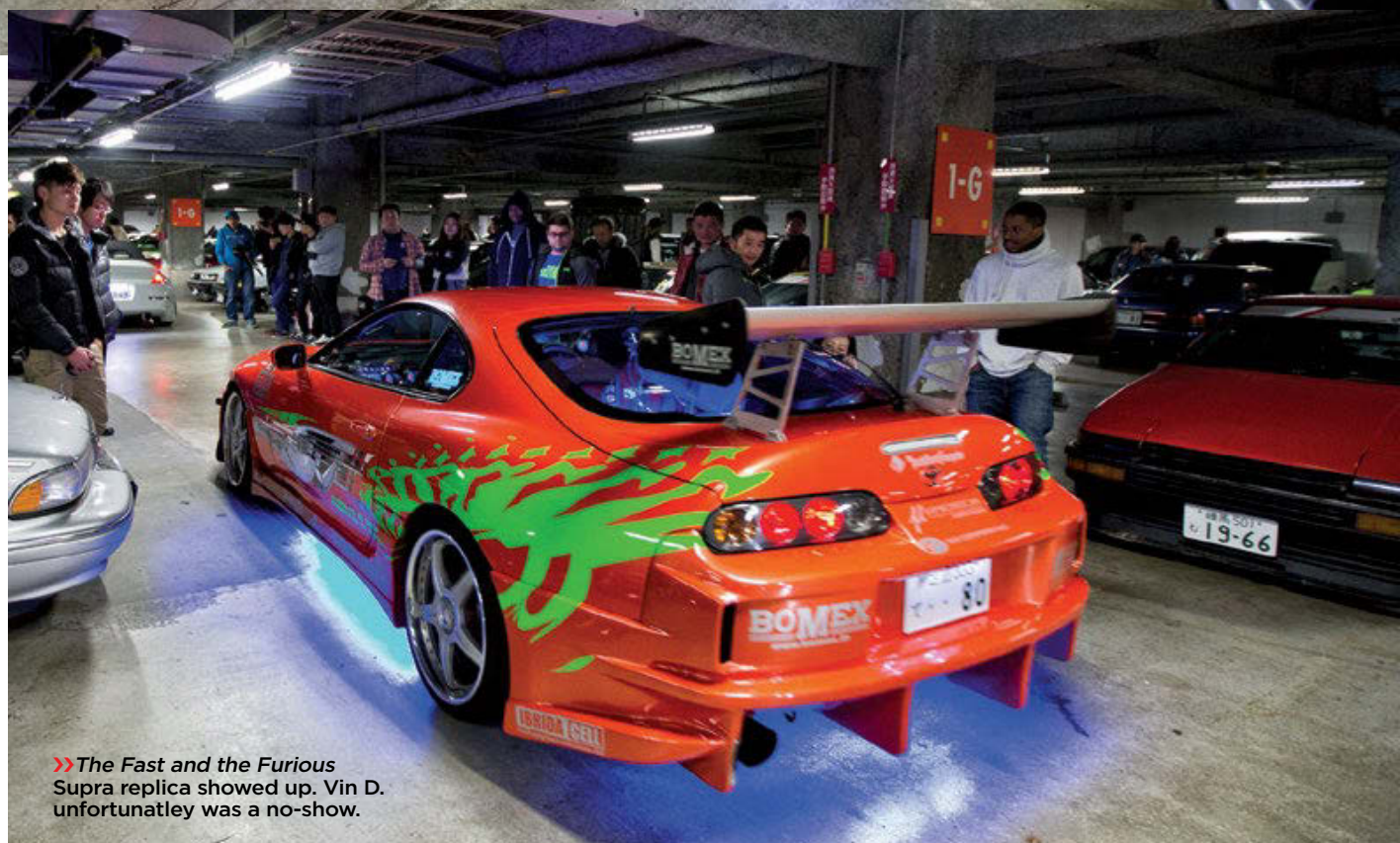
SCENE: FRESH TOKYO CAR MEET; DECKS TOKYO BEACH—TOKYO, JAPAN

WORDS Jofel Tolosa
PHOTOS Staff

While Tokyo Auto Salon undoubtedly houses the newest cars and parts of the Japanese tuning world, we were also excited to see how things went down on the street. So two weeks prior, we decided to plan our own meet the night before the show. Of course, we couldn't do it ourselves, as we didn't have many connections out there. So we partnered up with Hardcore Tokyo and All That Low Japan to host the very first Fresh Tokyo Car Meet.



» The Fast and the Furious Supra replica showed up. Vin D. unfortunately was a no-show.



» Two levels of parking garage housed our first Japanese meet.

» A trio of Car Modify Wonder-equipped, drift-ready Silvias showed up, including this S14.

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THE FRESHEST!

SAM'S PICK



>>I had seen photos of Takuya Takahashi's Levin coupe before, but seeing it in person and knowing he made a two-hour drive just to come to our meet nearly put tears in my eyes. The AE86 is nearly perfect with a 4A-GE on ITBs, shaved bay, Altezza six-speed, full 'cage, and color-matched 14" SSR Longchamps. Love! -SD

JOFEL'S PICK



>>Daisuke Yokoyama's R33 Skyline because it screams wangan racer. He even took me on a joyride! -JT

SEAN'S PICK



>>The gas fumes of this FD nearly put me to sleep, but it was the first time I'd ever seen a four-rotor on the street. So fresh and so clean! -SR

Our expectations were low, and with only a few posts on Instagram and Facebook to promote the get-together, we thought only a handful of cars would show up. After a 12-hour flight, Zee Zayas from All That Low scooped us up from the airport and we headed to Decks Tokyo Beach—basically a large mall on Odaiba (man-made island in Tokyo Bay) with easy access and an underground parking garage. We arrived an hour early and there were already 50 local cars that had showed up to reserve a good space. For the next three hours, our minds were blown as the cars kept filing in, from Skylines to Silvias, S2000s, Civics, RX-7s, trucks, lowriders, and even Euros. It felt like a scene out of *The Fast and the Furious: Tokyo Drift*, minus the drifting and Lil' Bow Wow. Everyone was there to hang out peacefully, and we were happy to report there were no incidents or disrespectful driving—minus a broken parking gate as an overeager driver plowed right through it! Zee from All That Low explained to us, "The people who showed up came from different parts of Japan, including Yokohama, Saitama, Kawasaki, Gunman, Chiba, Kanto, Yokosuka, and Yokota—where most of the Americans came from."



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[GAS PANIC]



» So many people were eager to enter the garage; one driver drove right through the gate!



» Toyota Verossa on fleek!



» Makato Ito's jaw-droppin' PS13.



» This Hakosuka and Sunny truck were just some of the old-school rides in attendance.



» This S13 = Proper JDM!.




» Clean Toyota Cresta GX81!



» Not your typical Honda Odyssey.



» Geek-style wrap.

With so many visitors from different regions, parking spaces quickly ran out, and at the end of the night, 300-plus rides passed through the gate. Not too bad for our first meet in Japan—and we're already thinking of ways to make next year better. So if you're ever in Japan for Tokyo Auto Salon, don't forget to follow our social media pages. We just might be hosting one of the sickest JDM car meets around! 

For 100+ photos and video from our Fresh Tokyo Car Meet, visit superstreetonline.com.

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ROUND 3 - ORLANDO, FL - JUNE 5/6
ROUND 4 - WALL, NJ - JUNE 26/27
ROUND 5 - FUJI SPEEDWAY - JULY 11/12

ROUND 6 - MONROE, WA - JULY 24/25
ROUND 7 - FORT WORTH, TX - AUG. 21/22
ROUND 8 - MONTREAL - SEPT. 6/7
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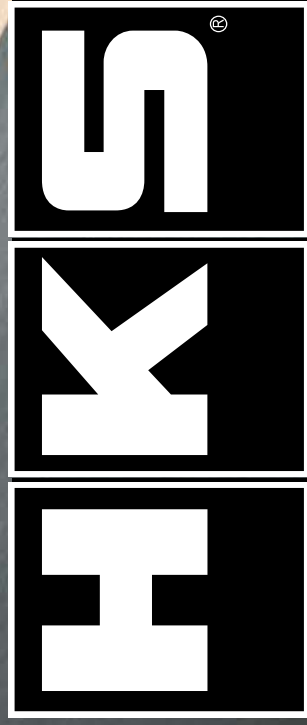


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HIGHWAY TO HOONING

OVAL AUTO'S
NISSAN SKYLINE R33
COMES OUT TO PLAY





WORDS & PHOTOS Jofel Tolosa

If you haven't figured out by now, we're obsessed with Japan! It might be because we're simply JDM fanboys and things like the Nissan Skyline aren't accessible here in the States. Sure, we have the R35 GT-R, but there's always going to be an infatuation with '90s Japanese sports cars like the R33 Skyline. Which explains why we lost our marbles when we encountered Daisuke Yokoyama's Skyline at our Tokyo Fresh Car Meet the night before Tokyo Auto Salon.

During the day, Daisuke operates his shop Oval Auto Performance in Adachi-Ku. He also happens to be heavily involved in the community as the CEO of Hoonigan Japan and a member of Hardcore Tokyo Japan. His R33 is a different story, though... It's not a car you'd normally see at a car show or even on public streets. He may be a business owner during the day, but at night he's part of a wangan midnight racing team. His Skyline is notorious (and possibly wanted by local authorities) for performing actions beyond the threshold of acceptable conduct on public roads. Don't try this at home, kids!



» Massive Trust T78 turbo is put to good use on the streets of Tokyo.

» With an RB26DETT N1 block, HKS 2.8L stroker, and Trust turbo, this R33 easily puts down 700 hp!

Allowing Daisuke to do who knows what is an explosive powerplant under the hood. Far from ordinary, an RB26DETT N1 rests between the shock towers. The N1 basically means that Nismo modified the standard motor with an improved crankshaft, water channels, piston rings, and turbos. All that, plus a 2.8L HKS stroker kit and more aggressive V-Spec cams meant this motor was ready for bigger boost. To suck in as much air as possible is a T78 turbo. The titanium exhaust, exhaust manifold, and surge tank are completely custom one-off pieces fabricated specifically for Daisuke's car. When all was said and done, the motor is estimated to put down 700 ponies to all four wheels.

With all that power, the R33 needs the right chassis upgrades. To handle those tight highway corners, Quantum Racing suspension components were added, while Brembo brake calipers and AP rotors allow the coupe to stop on the dime.

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TUNING MENU '97 NISSAN SKYLINE

OWNER DAISUKE YOKOYMA

HOMETOWN ADACHI KU, TOKYO, JAPAN

OCCUPATION OWNER OF OVAL AUTO PERFORMANCE AND CEO OF HOONIGAN JAPAN

POWER 700 hp

ENGINE RB26DETT N1; V-Spec head; HKS 2.8L stroker kit; Trust T78 turbo, wastegate; custom exhaust manifold, titanium exhaust, fuel surge tank; 1,000cc injectors; Processing surge tank; Bosch twin aircraft fuel pumps

ENGINE MANAGEMENT HKS F-Con V Pro

DRIVETRAIN Nismo limited-slip differential

FOOTWORK & CHASSIS Quantum Racing coilovers

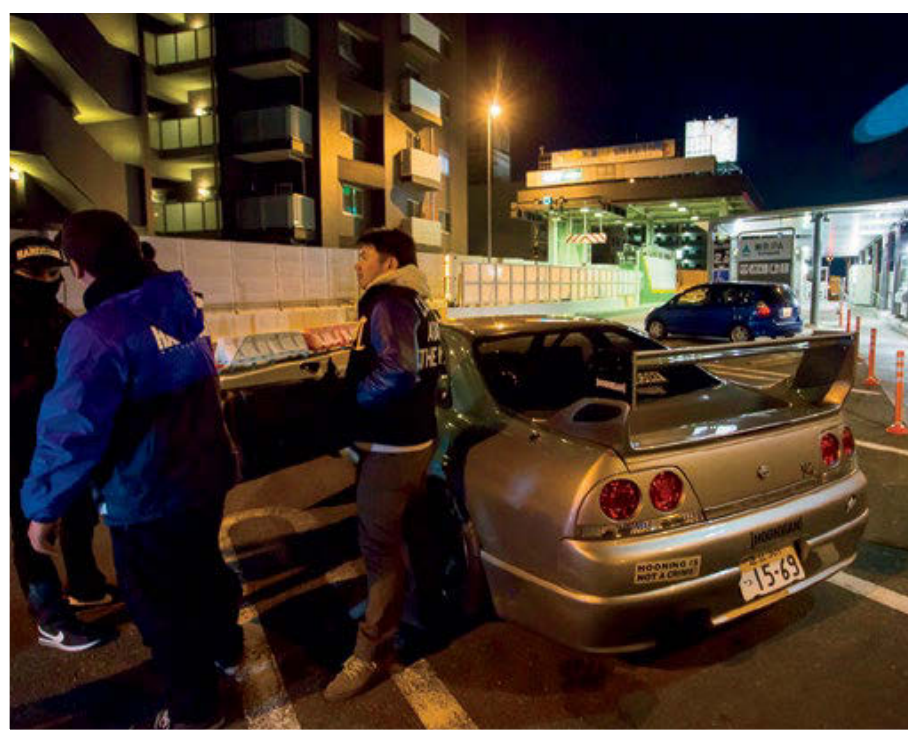
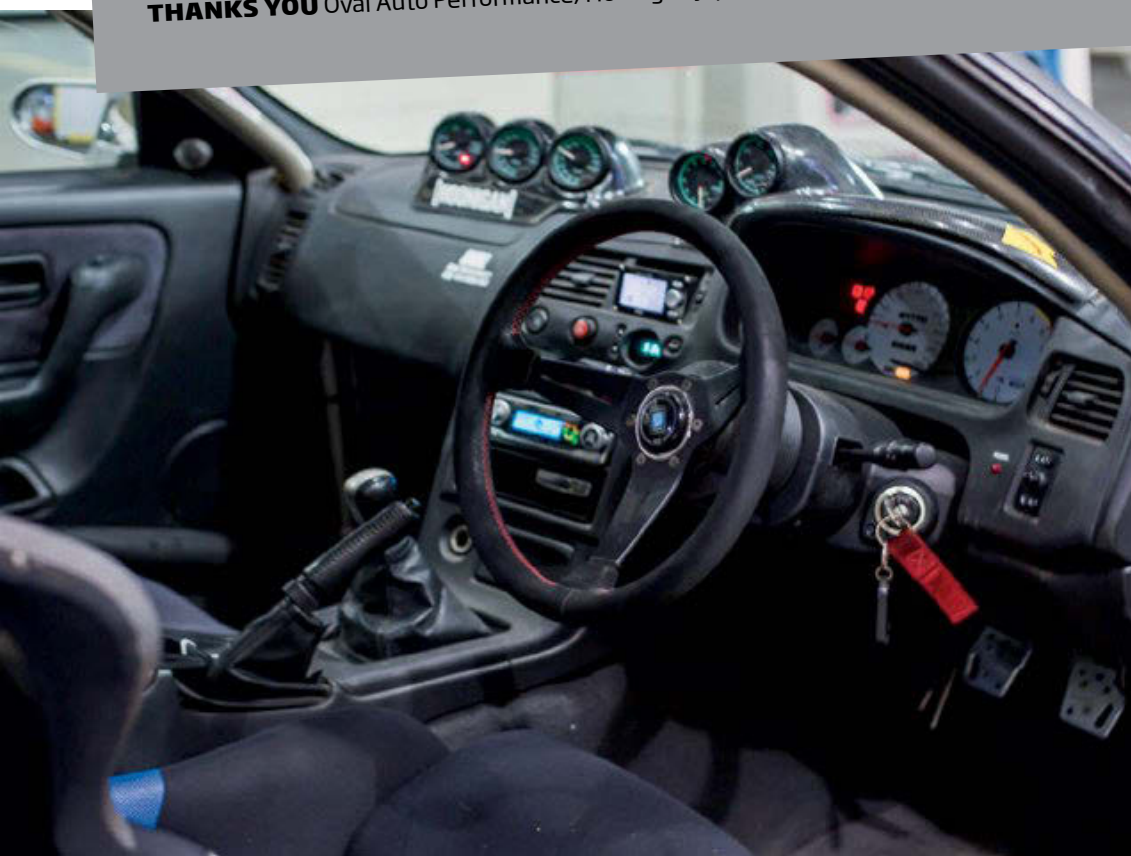
BRAKES Brembo calipers; AP Racing rotors

WHEELS & TIRES 18x10.5" Volk Racing TE37 wheels; 265/40R18 Yokohama Advan A050 tires

EXTERIOR Trust bumper; carbon-fiber hood; custom side steps, LED taillights, trunk wing; Lexan windows

INTERIOR Nardi steering wheel; Recaro SPG seats; eight-point rollcage; Nismo and GReddy gauges

THANKS YOU Oval Auto Performance; Hoonigan Japan; Hardcore Japan; SSautopower



The exterior is kept straightforward with a Trust front bumper, a carbon hood, and a custom rear spoiler. For wheels, Daisuke is rolling on classic bronze TE37s. And to keep weight down, he installed polycarbonate windows made by Lexan—almost gives this R33 a true race car feel.

Then you look inside the interior and it's a dead giveaway this car was made to go fast. Recaro seats, a Nardi steering wheel, eight-point rollcage, and a few gauges are all Daisuke needs to attack the highways. For shits and giggles, he still rocks the race inspection stickers from '99.

Even with a questionable street racing reputation, he's one of the nicest guys we've met. With our affairs in order, we said "yes" to an opportunity for a few joyrides on the highway. Luckily, there were no encounters with the police, but we did almost lose our ramen! Professional Formula D driver Matt Field may have said it best, as he was lucky enough to get behind the wheel of the car after our Tokyo Fresh meet, "Driving this car is like playing with a knife at 10 years old. It can get you and easily spin all four tires on the freeway. Luckily, the brakes are face-melting good. Daisuke's car is wild and a shitload of fun!" 🇯🇵

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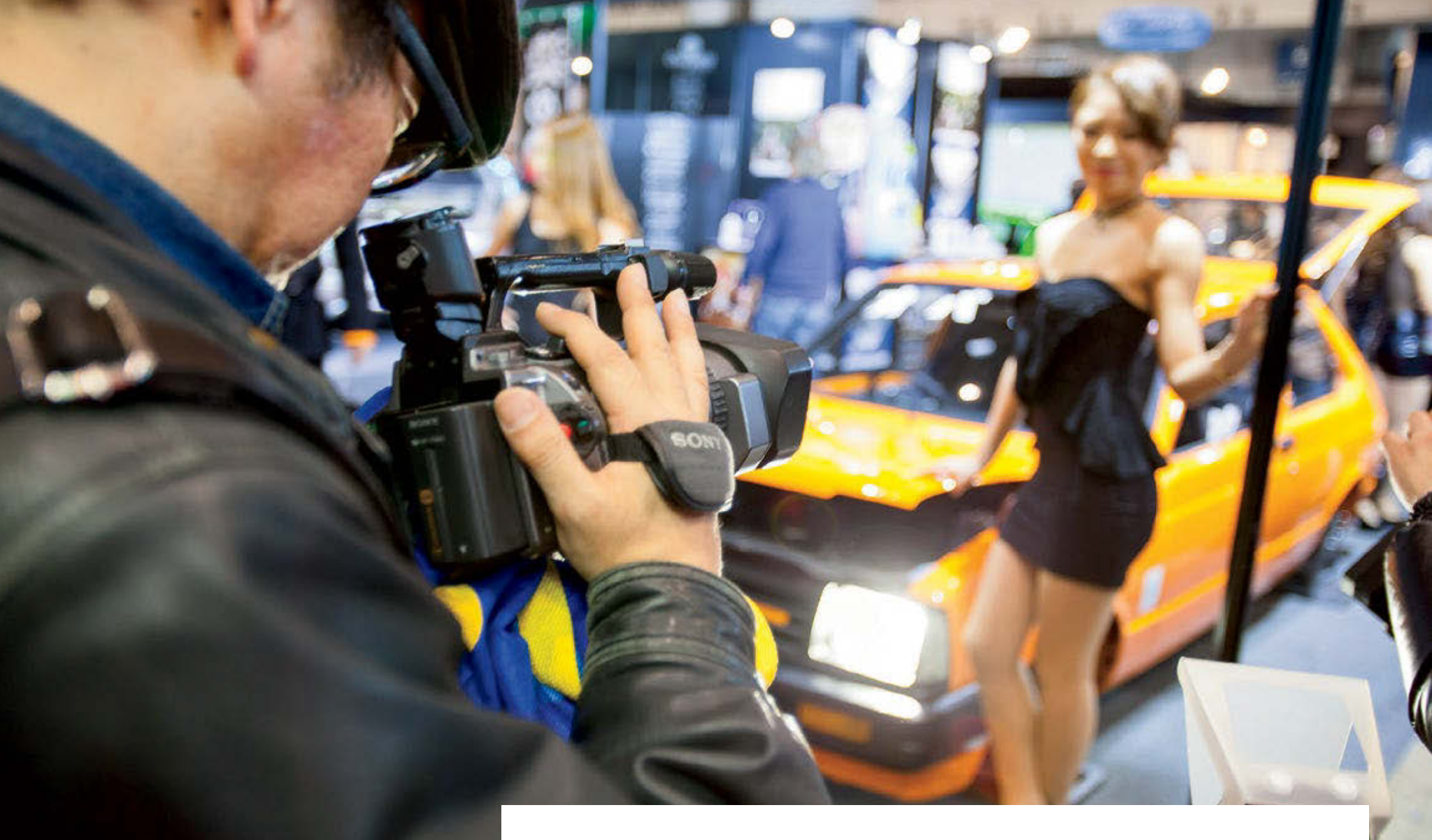
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WHY HRRR!

WORDS & PHOTOS
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NOT YOUR TYPICAL IMPORT MODELS

While most of us are at Tokyo Auto Salon to see the cars and parts, there are plenty of guys who don't get out of the house much and are there to load up their memory cards with nothing but model photos. It's hard to understand the crowds if you haven't been, but there are literally six rows deep of creepy men snapping away with their cameras, video cameras, phones, and iPads. It's seriously crazier than paparazzi! So deep in the trenches, we managed to throw some elbows and make sure you got a taste of what the females at Tokyo Auto Salon look like.



>>Best makeup! We're not sure what the hell their eye lashes are suppose to be, but on they on fleek!



>>Best stance! Spread your legs, elbows up, eye on the prize.



ROSIE LY

HOMETOWN Melbourne, Australia
INSTAGRAM @rosiely

About 99 percent of the girls at TAS are impossible to communicate with, but we were lucky enough to encounter a familiar Aussie accent when we stopped at the Lexon Exclusive booth. And since it was her first time in Japan, we wanted to know how it really felt being in front of a thousand cameras at a time.

SS: So tell us all about the "creepers"...

RL: Tokyo Auto Salon had its fair share of "creepers," but you just have to deem them as extremely "passionate" people. All the patrons want is to get the best shot. So passionate that on the third day of the show, I was given a CD from a photographer with images of myself eating and walking around oblivious on my breaks from the previous two days of the show. I'm impressed, though. That would have been one hectic zoom equipment and some serious samurai stealth.

SS: Yeah, that's not creepy at all... Any other weird moments?

RL: I've got to say the pushing. I'm standing there trying to stay calm with my pose and you would have eight dudes shoving, growling at each other to get in front. The amount of times I had to try to hold in my humor, I can't even count!

SS: This was also your first trip to Japan. Was visiting Tokyo enjoyable?

RL: Tokyo, you have done me so well. It is now my favorite city in the world! I was there for two weeks and yet there was still not enough time to do everything. I am very much in love with Japan's culture. Everything from food to services and facilities, nothing is forgotten. Not even that bright green button I curiously dared press on a toilet on my very first day. Frightened, I was made to feel I was going through a self-serve car wash. Curiosity wet the cat.



»Strike a pose!



»Free bags and smiles.
She makes our year good.



»The faces, costumes, poses—
can't get as JDM as this!



»We have no
complaints about
her... Oh, herrro!



»Jofel voluntarily takes
Rosie's peach soda.

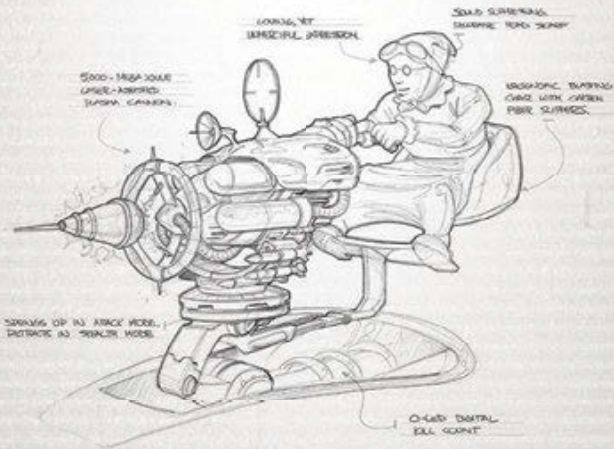
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OH, HERRO!



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cute, skinny, and yes, we would.



>>Hottest girl! If there was one Japanese model we dug
the most, it was this girl from the Liberty Walk booth.
We couldn't communicate with her at the show, but we
later found her on Instagram at @yuicaroline.



>>All sorts of JDM cuteness!



>>Hands down, the best outfits. Giddy up!



>>We imagine this is what we'd see
if we walked into Hooters Japan.



>>Ladies love RWB.

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THE *SUPER STREET* AWARDS AT TOKYO AUTO SALON 2015

WORDS **Sam Du** PHOTOS **Staff**

THE BEST RIDES OF JAPAN'S BIGGEST TUNING EXTRAVAGANZA!

The main event, the big kahuna, the king mf'n kong! Tokyo Auto Salon is the one automotive experience that brings together everything awesome about the Japanese car scene that includes your favorite tuners, hard-core time attack cars, drift monsters, JDM classics, VIP...you name it. Tokyo Auto Salon has it all and is the place to be—more than 309,000 attendees this year can attest! With that said, we've thrown an enormous photo gallery of every cool car from the show on superstreetonline.com. But in the limited space we have in the mag, we've highlighted our top picks here.



BEST USE OF CARBON: IMPULSE AE86

»Impulse churns out the world's raddest AE86 Corollas. This N2 demo car is a build like no other. Nearly the entire body has been replaced with carbon-fiber—not the cheap stuff, either! Impulse uses the same technology found on Formula One cars and the Lexus LFA. You'll notice the carbon hood, fenders, doors, roof, rear panels, and over-fenders—we especially dig the interior floor panel and rear windscreen. Under the hood is a 16-valve 4A-GE equipped with a titanium exhaust and 4-2-1 header. The chassis features Endless brakes and Volk Racing TE37V wheels. The interior is stripped with nothing but a Recaro seat, AIM display, carbon dash, steering wheel, shifter, and rollcage. The final curb weight is the kicker—735 kg. That's 1,620 pounds and a recipe for a time attack monster!



BEST 86/BRZ/FR-S: JUN AUTO

»On the surface, JUN Auto has the recipe for a solid and sporty coupe with the company's subtle aero add-ons, INGS+ wing, Advan wheels, Endless brakes, and Zeal coilovers. What lies beneath will leave you speechless though...a Synergy Power V-8 swap! This isn't your normal high-displacement V-8. In essence, the New Zealand company has taken two Kawasaki 1,200cc four-cylinder motorcycle engines and combined them at the crank. It's a top-notch engine that's been made into a turnkey solution for the ZN6 chassis—meaning it bolts right into place using the stock tranny and retains all the electronics from the ABS, traction control, stability control, etc. The final product? A motor that is 66 pounds lighter than factory, with improved weight distribution and 356 hp at 10,300 rpm. How can we forget about the 11,600-rpm redline as well?!

#WHAT'S YOUR TYPE?



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BEST ROTARY: MAD MIKE'S RX-7

>>At first the mean flat-black exterior and the Total Car Produce Magic Aero got us like whoa. Then under the hood...four-rotor twin-turbo insanity! Posted up in the Garrett booth was Mad Mike Whiddett's HUMBUL project—we can't wait to see and hear this beast in action!



BEST OLD SCHOOL: ROCKY AUTO SKYLINE

>>No one does old-school restorations like Rocky Auto. From wild swaps to perfecting every last detail, the company creates masterpieces that would kill it at any concours or classic car show. We didn't get a chance to pop the hood, but we're told this KPGC110 Skyline houses an R32 GT-R conversion that includes the RB26DETT, all-wheel drivetrain and even the full interior! Rolling on 17x9" Volk Racing TE37Vs, this Skyline looks like a clean resto on the outside, but little do people know, it has so much more.

BEST JDM TUNER: TOP SECRET

>>Since the early '00s, one Japanese tuner that has elevated the game time and time again is Top Secret. Under the direction of living legend Smoky Nagata, we've seen several iconic builds that not many tuners have been able to match. At TAS, its 1,000hp twin-turbo V-12 Supra made a surprise appearance. It's still as awesome as it was back when Top Secret unveiled the project eight years ago. Top Secret also had several R35 GT-Rs for us to ogle at, including its time attack build and its latest street car sporting a widebody conversion and 800hp engine upgrade.



BEST SKYLINE: R31HOUSE

>>We all go bananas for Skylines, especially Hakosukas, R34s, etc. But low and behold, the R31 is one of the more forgotten generations that was available in the late '80s. It's the 7th-gen Skyline and the first in the family to receive the RB-series motor. So you can imagine when we stumbled upon this drift project by R31HOUSE, we couldn't pick our jaws up from the floor. It's completely built head to toe for abuse with 700 hp, rollcage, Cusco bars, Work wheels, and R31HOUSE aero. What we would do to see one of these sliding around stateside...



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MUST TRY #1: RAMEN BOOTH

When in Japan, look up Tonkotsu Ichiran Ramen. It's a ramen chain that isn't your typical restaurant. The establishment we tried is underground, and their restaurants don't have family-style tables but mini-stalls for you to eat by yourself. The whole idea of the place is that you aren't occupied by socializing with your friends, but you're by yourself and concentrating only on the flavor of the ramen. Bomb.com; we give this place a 10/10!



MUST TRY #2: MEAT IN YOUR MOUTH

Another joint to look up is Pepper Lunch. It's a "fast steak" franchise that's popular in Tokyo. They also have restaurants across Asia and even one in NorCal, but it tastes incredibly legit in Japan. A peppered steak comes out on a sizzling plate and cooks in front of you. Our mouths are watering just thinking about it!



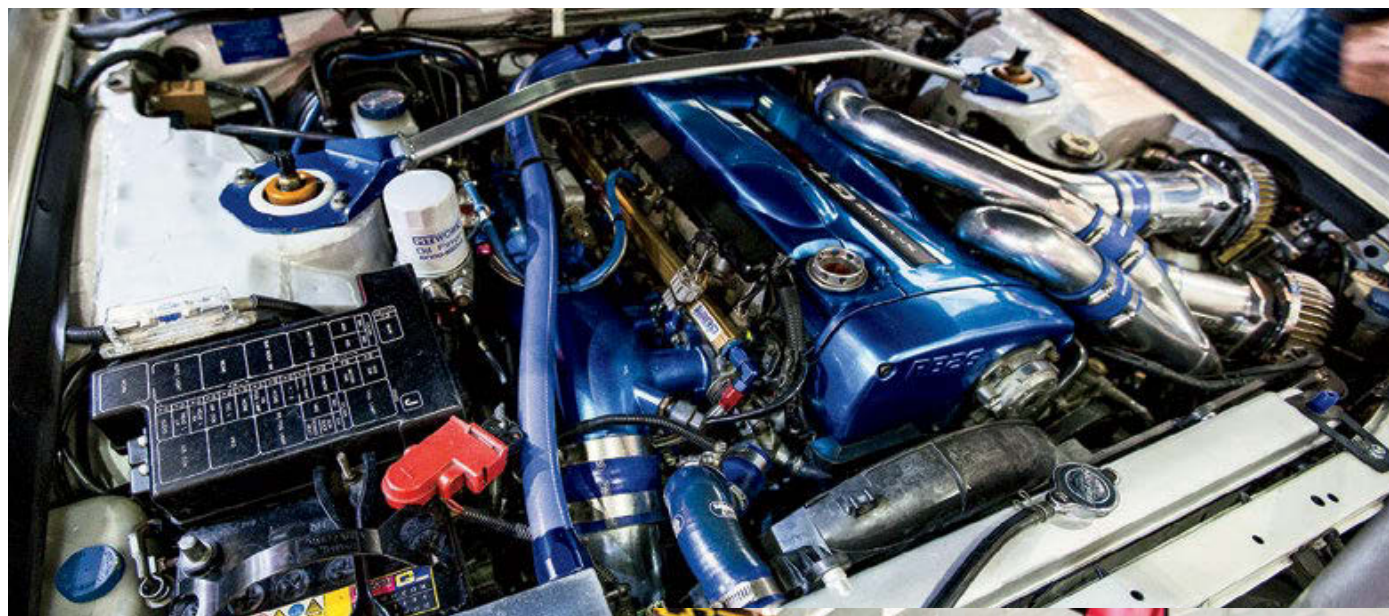
MUST TRY #6: JAPANESE WALMART

Need to pickup batteries, beer, designer watches, porn, weapons, or a TV? Don Quixote stores are scattered across Tokyo and they carry virtually everything you can think of, and more.



BEST STANCE & MOST HATED: KOICHIRO HAYASHI'S RX-8

>>We can feel you cringe at the sight of this RX-8, but truth be told, not many cars stopped people in their tracks more than this Mazda and its monster camber. Contrary to what you might assume about the owner, Hayashi-san has run a longtime drift team for more than a decade and also owns a shop called Machikado R that develops parts for drift cars. We also understand he's one of the most active people in the Japanese scene, hosting his own event in Okayama and also supporting many enthusiast events across the country. Hate it or love it, we respect his RX-8 for what it is and appreciate an enthusiast who's been an advocate of the scene for nearly his entire life.



BEST WAGON: TAKERO'S STAGEA

>>The Nissan Stagea is often overlooked by its bigger brother R34 GT-R. We also never received the Stagea stateside, so it doesn't come as a surprise why there's rarely any modified versions that show up in the mag. But this wagon by Takero's is simply too awesome to ignore! The shop is known for Stageas, and this project features an RB26 beefed up with an HKS 2.8L stroker kit, Tomei cams, and 1,000cc injectors, among other upgrades. On the outside is Takero's new Type Zero+ widebody kit along with 18x11" Volk Racing ZE40s all around. If you're not into wagons, this Stagea will surely change your mind.

TOP 10 WHEELS



1. While it might just be a prototype, RAYS got us giddy with a deuce-deuce version of the TE37. Based on a concept wheel four years ago that uses a U-shape and cutout spoke to allow the wheel to be stronger and lighter, this 22x9" wheel only weighs 17 pounds! mackin-ind.com



2. Diamond-cut finish with black tinted clear on this limited-edition Volk Racing G25. mackin-ind.com



3. Not too new, we still can't get enough of the Volk Racing ZE40s—now available in bronze, blue, and this diamond dark gunmetal. mackin-ind.com



4. The lighter and more rigid Volk Racing RE Clubsport 2s. mackin-ind.com



5. Flow form cast Advan Racing RZ II wheels that feature a carved-in and step design. mackin-ind.com

TOP 10 WHEELS CONTINUE ON P. 41

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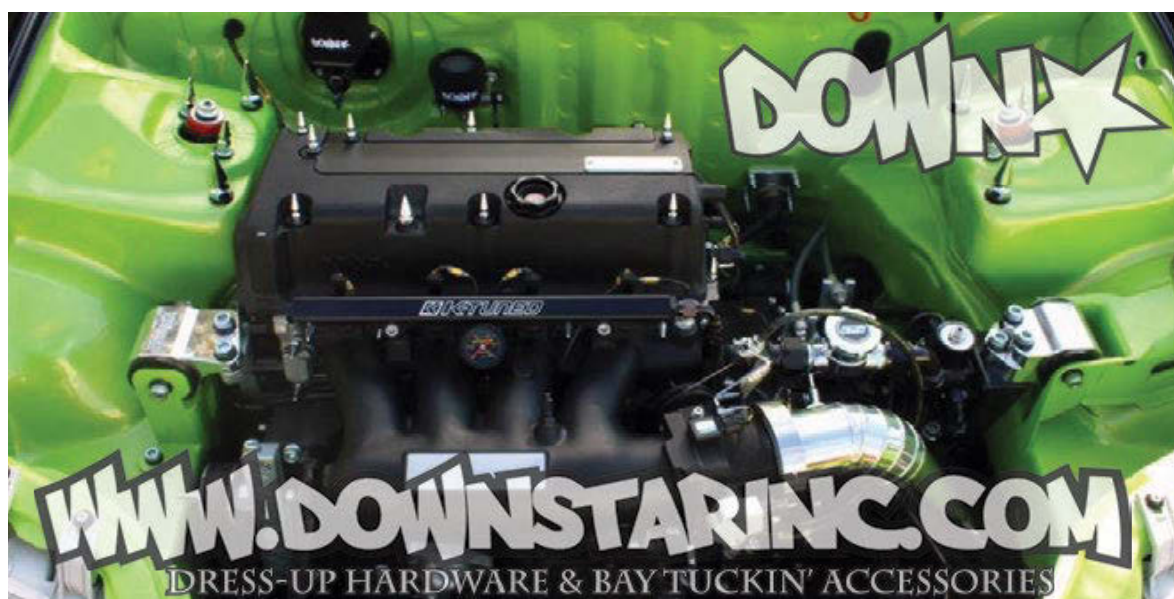
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BEST ELECTRIC: STUDIE i3

>>The BMW i3 is a \$40K hatchback that isn't too exciting at first. But Studie Japan is perhaps the first company to actually make one "kind of" cool. The fiery orange paint is the same color used on the M3 GTS. The electric car also features Recaro LX-F wrapped in orange leather and suede, lowered suspension, a one-off 3D Design front lip and roof spoiler, plus a custom front grille with integrated LEDs. Not too shabby!



BEST TRANSFORMATION: DRAG-SPEC PRIUS

>>We're not sure how something like this even comes about, but this Prius hybrid has been completely transformed into an American-styled drag racer. The interior has been gutted out with the big, meaty Hoosiers exposed in the rear of the cabin. Under the hood is a small-block Chevy V-8. Come again?



BEST PAINT: KUHLE RACING GT-R

>>While it might not be the prettiest, we can't argue the craftsmanship that went into this GT-R. It features a Love Lark Aero Monster kit, Work wheels, Blitz bolts, and Bride seats; however, the trippiest part is the paint. Called "3D Ultimate Engraving Metal Print" by Artis, all the designs have been hand-carved onto the body. We hear the R35 is for sale at 39 million yen—a mere \$328,000...



BEST VIP: AIMGAIN

>>Lexus has been the talk of the town since SEMA with the introduction of the new RC coupe. Aimgain didn't waste anytime making aero parts for its project RC F and RC 300h, plus releasing its new GVS wheel as seen on its RC F and RC 300h. We also couldn't keep our eyes off of the NX and IS F widebodies!



BEST AMERICAN IMPORT: LIBERTY WALK CHALLENGER

>>It might be weird, but many car guys in Japan dig American cars, which is why they were flipping over this Dodge Challenger. The bolt-on fenders should look familiar to you because they're designed by our friends at Liberty Walk. It's dressed in all black and lowered with AirREX suspension. We admit we're not big into domestics, but this Challenger looks damn good.

TOP 10 WHEELS

CONTINUED FROM P.39



6. Lovin' the Advan GT in its new Titanium blue color. mackin-ind.com



7. Designed by Rocket Bunny, built by Enkei, these mesh wheels would look good on anything! enkei.com



8. An updated version of the GTC01, the new GTC01RR features cut slots in each spoke to reduce weight. The Enkeis also come with a more modern concave shape. enkei.com



9. Concept wheel from Work made specifically for the widebody Do-Luck GT-R. Mmmm mmmm good! workwheelsusa.com



10. BBS brought out an arsenal of new wheels. We dug this new RI-S multi-piece forged wheel in 20". bbs-usa.com

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BEST WRX STI: BLITZ

>>We were slightly disappointed when we didn't see many new STIs at SEMA. Thankfully, TAS was flowing with them. We especially dug this blingin' Subie from Blitz. Don't let the flashiness fool you though...Blitz installed its turbo upgrade and entire catalog of parts as well as its Aero Speed R Concept body kit. Rated at 420 hp, Blitz ran the STI on Tsukuba Circuit with a time of 59.045 seconds. Damn quick for just bolt-ons!



SAM'S TOP 3



Weld FR-S "A big part of my inspiration for the Scion Tuner Challenge build came from this car. Shaved bay, ITBs, molded widebody, pure sex on wheels!"
Impulse AE86 "This is what Japan is all about. Where else will you find a carbon-clad 30-year-old car that's been reengineered to be incredibly lightweight for track abuse?"
Jun Auto BRZ "Seriously blew my mind when I looked under the hood. High revving, lightweight V-8 in a BRZ—this swap is simply nuts!"

SEAN'S TOP 3

Mad Mike's RX-7 "Four-rotor uniqueness mated to a drift FD RX-7 awesomeness is hard to match. It's GOT NOS, too. Stay HUMBL." **Impulse AE86** "The little RWD 86 remains a hero car to me. Add endless carbon-fiber and clean accents, and wow. Eighties baby!"



NSX Super GT "This is the ultimate example of what the new NSX could be. The color, big-time aero, and modernization of a legendary platform, seen here in Autobacs Honda NSX Concept GT trim, had me immediately."

THE GOOD, BAD, AND UGLY

10 PARTS THAT CAUGHT OUR ATTENTION



1. Swans are in! The Voltex swan-neck rear wing for your FR-S and BRZ. evasivemotorsports.com



2. At high speeds, you'll need this flat bottom under panel on your FR-S and BRZ to maintain stability and downforce. Shipping might be a pain though... carbing.co.jp



3. Stepping up the bike rack game.



4. Side mirrors on this Lambo, courtesy of Smaug the dragon.



5. Need cash? In Japan, your Scion emblems go for 5,300 yen, about \$44.

JOFEL'S TOP 3

Youichi Imamura's LFA "The LFA is my dream car. Despite being an engineering masterpiece, Imamura still hacked it up and swapped the motor for a NASCAR V-6! Mind blown."



Keiichi Tsuchiya's Sprinter "Come on! This is a no-brainer! It's the Drift King's personal 7A-GE-powered AE86!"



TRD Griffon Concept "It's basically the ultimate 86. Yo, TRD, can you throw some parts my way? No? OK."

CONTINUE TO P. 44

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Hyundai	Toyota
Infiniti	Volkswagen



THE GOOD, BAD, AND UGLY

CONTINUED FROM P. 42



6. These would be rad to throw in an old-school street build. bride-jp.com



7. First broke the market at SEMA, now TAS... The G-Drive suspension system is a coilover that allows you to adjust the ride height without taking off your wheels. Genius! gdrivesystems.com



8. Toyota emblems on fleek!



9. Up Garage is no joke. Used and authentic JDM parts at bargain prices. We need these stores in the States! upgarage.com



10. Diggin' these new limey carbon-fiber sport seats from Recaro. We'll take two! recaro-automotive.com

HONORABLE MENTIONS



>>>T-Demand's Lexus RC 300h slammed to perfection on SSR Professor TFIs.



>>>This is the second complete Rocket Bunny NSX in the world and is rumored to be owned by Kei Miura himself—definitely shares a resemblance to his FR-S project...



>>>Who would have thought blue-on-blue would look so good?! Say hello to Phoenix's Power '15 STI with Volk Racing TE37RT wheels, prototype INGS+ front bumper, and Trust bolt-ons.



>>>Hard to believe this time attack RX-7 is street-registered and driven by Car Shop Glow. With RE Amemiya and Voltex aero, 500+hp 13B and more, the FD3S has thrown down 56-second laps at Tsukuba Circuit. Dayuummmm!



>>>326Power brought out this dope RC 350 with wide and cambered Work wheels, Lexon aero, and a wicked brake setup.



>>>There's aggressive, and then there's Varis... The highly anticipated BMW Z4 turned plenty of heads.

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Truly Unique

Time travel at the speed of a 1935 Speedster?

The 1930s brought unprecedented innovation in machine-age technology and materials. Industrial designers from the auto industry translated the principals of aerodynamics and streamlining into everyday objects like radios and toasters. It was also a decade when an unequaled variety of watch cases and movements came into being. In lieu of hands to tell time, one such complication, called a jumping mechanism, utilized numerals on a disc viewed through a window. With its striking resemblance to the dashboard gauges and radio dials of the decade, the jump hour watch was indeed "in tune" with the times!

The Stauer 1930s *Dashtronic* deftly blends the modern functionality of a 21-jewel automatic movement and 3-ATM water resistance with the distinctive, retro look of a jumping display



True to Machine Art esthetics, the sleek brushed stainless steel case is clear on the back, allowing a peek at the inner workings.

(not an actual jumping complication). The stainless steel 1 1/2" case is complemented with a black alligator-embossed leather band. The band is 9 1/2" long and will fit a 7-8 1/2" diameter wrist.

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MUST TRY #3: MCDO

When you're in dire need of something familiar to eat, just look for the Golden Arches. But wait a minute, the menu is different, and everything tastes better! McDonald's in Japan is no joke. Every sandwich and order of fries is perfectly made and look just like the commercial. There are also special items like the Ebi Filet-O (shrimp burger) and Mega Muffin (two sausage patties, egg, bacon, and ketchup) that we recommend you try.



MUST TRY #4: MOS DEF!

Fast food that started in Japan? Guess they love their burgers! MOS Burger is the second-largest chain behind Mickey Dee's and pretty damn good we might add. We tried their teriyaki burger and limited-edition "Tobikiri" burger, which is loaded with potato and cheese; both had us wanting more!



FREAKY DEAKY

You'll find most people in Japan keep to themselves and are very polite and quite conservative. But they're also freaks! Check out the store one block from our hotel in Akihabara! Which way to the fourth floor?



>>>A car we'd never think someone would modify is this Jaguar XJ-S in the Universal Air booth. Custom widebody, slammed, and one crazy interior—this was beyond "out of the ordinary" but somewhat cool at the same time.



>>>Chalk up another badass Lexus. Here is the Lexon Exclusive IS F. A one-off Rocket Bunny widebody, Work Emotion wheels, GReddy exhaust, carbon swan-neck rear wing, and Air Runner suspension—this sedan has the recipe for success!



>>>A Bavarian race car built by Team Munchkin.



>>>Leading the "WTF category" is this Toyota WILL Vi decorated in candy and cake.



>>>This Toyota 86 has gone back to the future. We spy a 3S-GTE swap!

MEANWHILE OUTSIDE... D1GP!



WORDS **Jofel Tolosa**

As if the cars, parts, and girls weren't overwhelming enough, outside the halls was a D1 Grand Prix Kick Off Drift exhibition. The event pitted eight of the top-ranked drifters around a makeshift parking lot course in a friendly competition that took place each day. On the first two days, Masato Kawabata ('14 season's sixth place finish) in the 1,000hp GReddy/Trust GT-R claimed back-to-back victories. On the final day, Tetsuya Hibino ('14 season's fourth place finish) took the win in his Team Up Garage 86. We also saw the debut of two unique cars for the upcoming season. First was OZ Motors and T&E's (aka Vertex) rear-wheel-drive converted Toyota Prius. Driver Takahiro Ueno even did a demo and managed to get a ton of smoke out of the ex-hybrid. Veteran D1 driver Youichi Imamura also unveiled his Lexus LFA. OTG Motor Sports replaced the LFA's V-10 with a TRD NASCAR motor, while also slapping on wider fenders and a swan-neck spoiler. The '15 season of D1GP will consist of six rounds and starts mid-April at a special course in Odaiba just outside. tokyo.d1gp.co.jp



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WORDS Jofel Tolosa
PHOTOS Sam Du, Jofel Tolosa

Aluminum lightweight body, mid-engine setup, unrivaled durability—simply put, the NSX is the type of car that stands the test of time. Whether you're young or old, if you're a car guy you have an unconditional love for the remarkable Honda. While many of us can't afford one, we still appreciate and respect the amazing builds from enthusiasts who are lucky enough to own their dream car. For the mag, it's hard not to showcase the best when we come across 'em. So while scouring through social media one day, I discovered this blue NA1 before you. It was weeks before Tokyo Auto Salon and we were frantically searching for feature cars. With a slight fear of the language barrier, I audaciously sent a direct message on Instagram. Turns out Jun Saitoh knew enough English and we set up a time to meet. I invited him to our Tokyo Fresh meet, and he was one of the first to arrive alongside another NSX built by Yoshinobu Yamamoto. We couldn't resist the sheer sexiness of Yoshinobu-San's car as well, so we asked both of them to meet us for a photo shoot near our hotel in Akihabara following Tokyo Auto Salon. They agreed, and our mission was accomplished.

AN NSX FOR SHOW
AND AN NSX THAT GOES!

TOKYO TRIBE



MY BOY BLUE

While it looks perfect in every angle to its finest details, Jun's NA1 is tailored strictly for the track. He told us, "I chose the NSX because it's a real pure sports car. There's no electrical assist function, and I think the simplicity is attractive." Most of Jun's exterior consists of the highly underrated Marga Hills aero, including its front bumper, widened fenders, and side skirts. The aero was engineered for N1 endurance-level circuit racing—minimal drag, wider track, raw functional beauty. The GT wing is a mix of a Garage BB main section and Matric carbon-fiber stays, while the vented carbon hood was sourced from Advance Japan, where many of the goodies on Jun's car come from. But that's where the list of manufactured parts stops—the LED taillights and side markers, front undertray, carbon canards, and rear diffuser are all customized by Jun himself. Currently, his flat under panels are made out of wet carbon-fiber and aluminum plates, but he plans to make it lighter with dry reinforced carbon. Jun continued, "My main source of inspiration was the race cars from FIA GT, JGTC, WTAC, and Attack in TC2000."

With an exterior designed for racing glory, the chassis had to be up to par. Jun installed necessary Brembo brakes all around. The suspension is spec'd out just for him with adjustable Advance Bilstein dampers and stiff Eibach springs. Pictured here, the wheels are Jun's street setup with Gram Lights 57Xtremes, but his track configuration consists of TE37SLs on Advan A050 semi-slicks.

Once the exterior and chassis were complete, Jun focused on the venerable V-6. He kept the C30A motor naturally aspirated, and it received plenty of attention in order to give him enough power for track days. The motor was taken apart and a complete 3.1L stroker kit from TODA Racing was installed, along with more aggressive cams. Spent gases are sent through Fujitsubo manifolds to a lightweight Advance titanium exhaust. An HKS V-Con Pro was used to tune the beast to around 350 hp, helping to give the NA1 the perfect balance of power, weight, and handling.

The five-speed gearbox wasn't neglected as Jun fitted a twin-plate carbon Exedy clutch mated to a lightweight flywheel. A limited-slip from OS Giken provides him with an open-diff driving feel on the street while transmitting maximum power as he's smashing out of corners.

The interior is equally built for function with a pair of Sparco buckets and a MOMO wheel. However, the most trick thing about this entire car is perhaps the dash. Gone are the normal gauges and speedometer—in their place is a Google Nexus tablet! That's right, keeping up with technology, the digital table is connected to the ECU via a Defi Smart



»A touch of modern technology with a touchscreen LCD in place of the standard cluster.



Meter to show every vital the car has. Because it's a working touchscreen tablet, Jun can even check his Facebook if he wants to! The tablet is housed in a carbon panel that Jun made himself. A final detail includes an HKS lap timer that's situated in a custom A-pillar pod for easy viewing.

With a host of custom work done by the owner, plus all the right high-quality JDM parts for going fast around the track, Jun's NSX ranks extremely high on our list and is perhaps the sickest car we came across this year in Japan. And best of all, it's not all for show! "So far I've taken my car to Fuji Speedway, Suzuka Circuit, and Tsukuba for TC2000. But my favorite track has to be Suzuka. It's so exciting!" While Suzuka might be his first choice, one of his best times is at Tsukuba. Hitting under a minute is no easy task for your average guy off the street, but he's come very close with a time of 1:01.772. His goal, like many weekend racers, is to become faster. He concluded, "I will continue to modify my car for track racing, but also with cool styling."



TUNING MENU '92 HONDA NSX

OWNER JUN SAITOH
HOMETOWN KAWASAKI, JAPAN

POWER 350 hp

ENGINE 3.1L TODA Racing stroker kit, forged high compression pistons, Type-A billet camshafts; ARC baffled oil pan; RFY throttle body and radiator; Fujitsubo exhaust manifolds; Advanced Titanium exhaust; Trust oil cooler; custom oil catch can

DRIVETRAIN Exedy Carbon-R twin clutch, lightweight flywheel; OS Giken SuperLock 1.5-way limited-slip differential with 4.4 final drive

ENGINE MANAGEMENT HKS F-CON V-Pro

FOOTWORK & CHASSIS Advance Bilstein E12 dampers; Eibach springs; Advance pillow ball bushings; front pivot clamps

BRAKES Brembo front and rear four-piston calipers, slotted discs

WHEELS & TIRES 17x9" +12 front, 18x10.5" +22 rear Gram Lights 57Xtreme wheels; 235/40R17 front, 265/35R18 rear Dunlop Direzza Z2 tires

EXTERIOR Marga Hills fenders, side skirts with carbon-fiber accents, front bumper; Advance vented carbon-fiber hood; modified Garage BB GT wing with Matric carbon-fiber canards; custom front undertray, carbon-fiber front splitter, carbon-fiber rear diffuser, carbon-fiber canards, LED tail lights and side markers

INTERIOR Sparco REV2 seats; Sabelt harnesses; MOMO steering wheel; Defi Smart Meter on Google Nexus tablet; custom carbon-fiber panel; HKS Circuit Attack Counter in carbon-fiber A-pillar pod; GReddy Multi Switching System controller; relocated head unit



➤ Built C30A features TODA Racing stroker kit and more to make 350 hp.



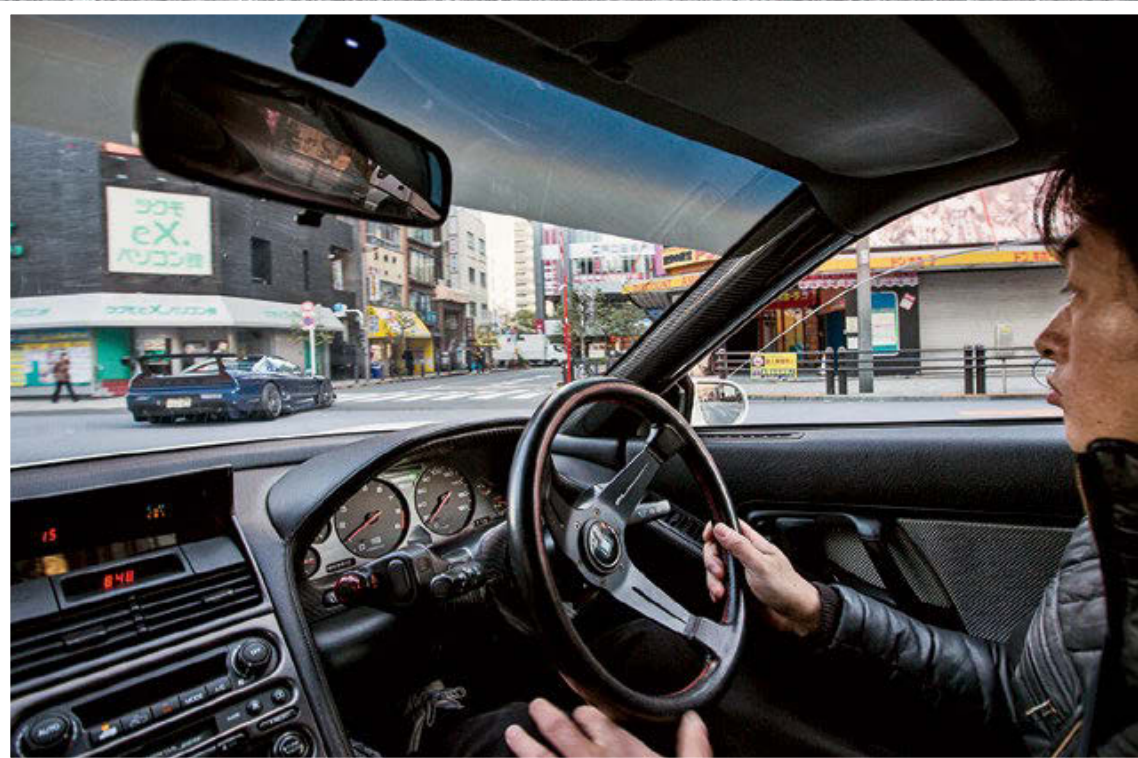


WHITE KNIGHT

Unlike Jun's track-themed build, you'll most likely find Yoshinobu's NA1 only cruising the streets or posted at a night meet at Daikoku. But we can't knock it, as it rocks only top-notch parts and has a sick style you can't deny.

Pop the rear glass and the 3.0L C30A rests beneath with the addition of a carbon-fiber intake, braided AN lines, and a custom oil breather kit. Giving the NSX its growl is Taitec manifolds matched with an Advan GT titanium exhaust. Allowing the motor to rev faster and put power down are a KSP twin plate clutch, lightweight flywheel, and OS Gikin diff.

For chassis upgrades, he spec'd out his own coilovers using a hybrid of PCR and Bestex parts. NSX-R stabilizers and a lower reinforcement bar plus Okuyama braces were added for stiffness.





VORTEX 302MB
16, 17, 18, 20



FX 207MB
15, 16, 17, 18



FX 207B
15, 16, 17, 18



HOLESHOT 303B
16, 17, 18



CIRCUIT 304MB
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16, 17

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TUNING MENU '93 HONDA NSX

OWNER YOSHINOBU YAMAMOTO

HOMETOWN TOKYO, JAPAN

ENGINE Advance GT titanium exhaust; Taitec GT-011 exhaust manifolds, air intake scoop; Mishimoto carbon-fiber intake; Samco Sport silicone hose kit

DRIVETRAIN KSP Engineering twin disc clutch, flywheel kit; OS Giken Super Lock limited-slip differential with 4.44 final drive

FOOTWORK & CHASSIS PCR coilovers; Bestex springs; NSX-R front and rear stabilizer bars, lower chassis reinforcement bar; Okuyama front and rear shock tower braces

BRAKES Dixcel front and rear rotors, pads; APP stainless steel lines

WHEELS & TIRES 18x8.5" front 19x10.5" rear Volk Racing TE37

wheels; 215/35R18 front, 265/30R19 rear Yokohama S Drive tires

EXTERIOR Marga Hills front bumper, fenders, side skirts, rear diffuser; NA2 NSX tail lights; Integra Type-R DC2 front side markers; GruppeM Super mirror; custom FRP front lip

INTERIOR NSX-R shifter, shift knob; Recaro SPG seats; Taitec seat mounts; Nardi 350mm steering wheel; NRG quick release, short adapter hub; Ultra digital speed meter gauge; custom carbon-fiber A-pillar pod, door card inserts, center unit, gauge cover, switch panel



In the interior you'll find a pair of Recaro SPG seats, a Nardi steering wheel, and an NSX-R shifter with shift knob. While we've only been naming off-the-shelf parts, Yoshinobu did put some of his own flavor to the car as he personally made the carbon-fiber door panels, A-pillars, sill garnishes, gauge cover, and switch panels.

Similar to Jun's NSX, Yoshinobu opted for Marga Hills aero. But to differentiate it slightly, he retrofitted NA2 taillights, Integra Type-R DC2 front side markers (say what?!), and a GruppeM Super mirror. The front lip, side steps, and carbon wing are all one-off pieces he fabricated himself.

Yoshinobu concluded, "I wanted to build a car that looks as good as the Phase demo car in a Yokohama Tire catalog." We think he's selling himself short. Having met Jun and Yoshinobu, getting to know their nice personalities, and witnessing their amazing craftsmanship and attention to detail in person makes them prime examples that the Japanese scene is stronger and better than ever! 🇯🇵



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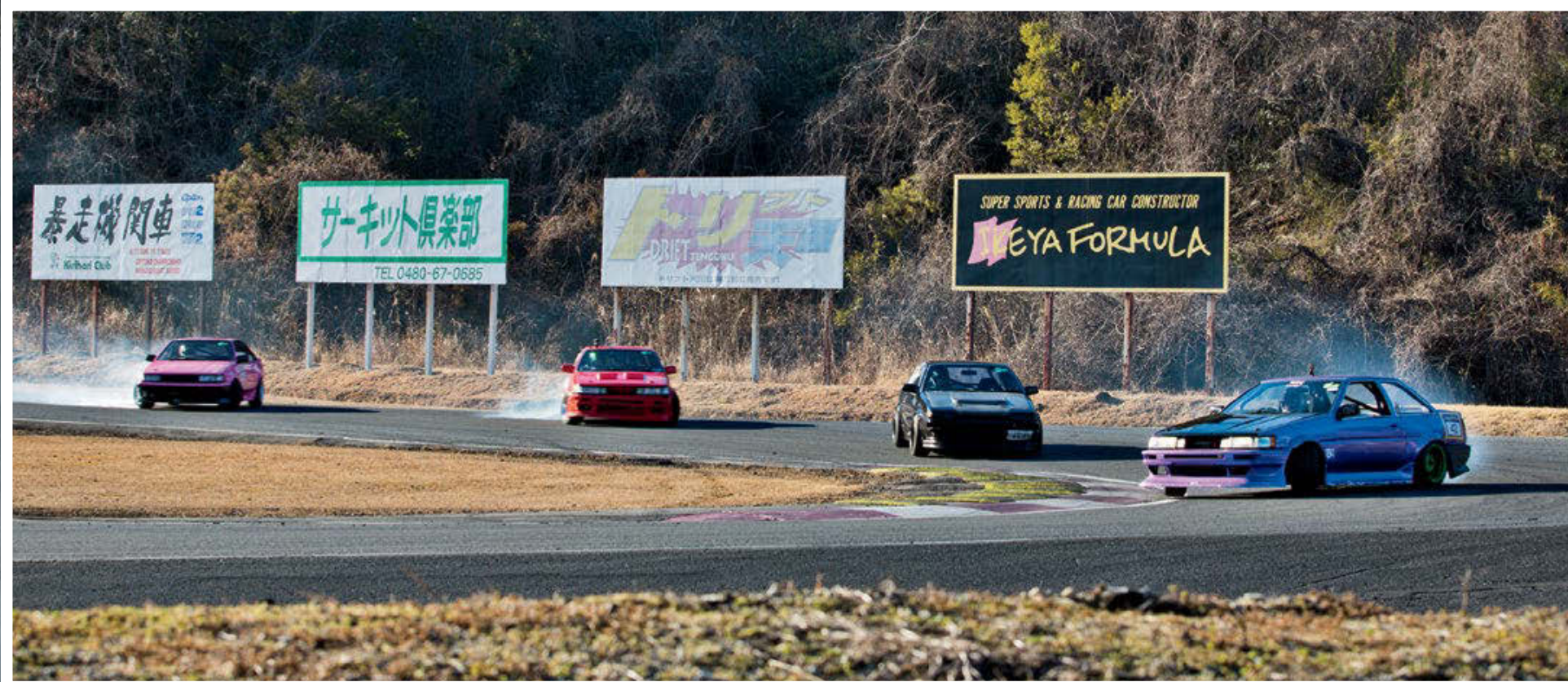
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f t i #ONLYTHEBEST

WONDER DRIFT

SCENE: HARDCORE JAPAN x CAR MODIFY
WONDER DRIFT DAY; NIKKO CIRCUIT—
TOCHIGI, JAPAN





WORDS Sean Russell PHOTOS Staff

Respect your elders—a universal concept to apply in all instances outside of that old homeless guy on Venice Beach who told you he’s from the future while peeing into a Folgers can. Those who have done it the longest have a wisdom and way of doing things that no young gunner can Wikiseach. You just need to be shown firsthand.

In January '15, Sam, Jofel, and I traveled to a cold and windy Car Modify Wonder x Hardcore Japan drift day at Nikko Circuit in Tochigi, Japan under the guidance of Jun-ichi Takahashi of Hardcore. It was a reminder of the unique Japanese style and its drifting heritage. It was also a departure from the raucous smoke show we have come to love stateside.

Formula D drivers Matt Field, Robbie Nishida, and Ken Gushi were also in attendance amongst very talented locals, Club4AG originators, and D1SL (Street League)—guys who ranged from young to 50+. Overall, drivers were generally older with less powerful engines than what you’d see at a V-8-rich All-Star Bash or Final Bout paddock.

Japan’s tradition of drifting began on mountain roads as a result of street racers toying with tire traction limits. It then branched off into a controlled-driving technique and national sport. Kunimitsu “father of drift” Takahashi, a former motorcycle racer, used the slide technique to gain advantage around corners while racing Japan Touring Championship cars in the '70s.



"Watch the driver's feet and it's like Dance Dance Revolution." –D Mendoza



>> Jun-ichi green lit the event.



JAPANESE STYLE VS. 'MURICA



The crowd loved it and young street racers like Keiichi "DK" Tsuchiya began to imitate it.

Americans later followed suit with their own twist. In '04, Formula D launched—back when KaZaA file sharing helped words like "Touge," "Team Orange," and "Option vid" enter my vocab. But like comparing the Euroleague to the NBA, American drifting as a whole has never been as controlled, stylized, and harmonious as the original product. Blame it on cultural differences.

Ken Gushi remarked, "You see a lot more style here, lots of flashy cars, and a lot of great talent. The cars are extremely clean and there is a lot of synchronized close-proximity drifting going on. It's where drifting originated, and they've taken style and driving aggressiveness to another level. It's a great honor to be driving with these locals."

Some tracks are made to drift. Nikko Circuit still holds time trial events. It is tight and slower compared to big American tracks shredded by 1,000hp Formula D cars. This was the

Matt Field: "When they come out of a corner, stage, and get ready to throw it in and initiate, they are stuck right on each other. In Formula D, we always play these games—you have to give them a gap, your cars faster/slower, what're they going to do or not do, etc. These guys know what they're going to do. It's about the tandem, spirit, and fun. If I could have taken anything away, it's just drifting is still fun."

Ken Gushi: "It's crazy how they can get millimeters away from each other and put the car wherever they want."

D Mendoza: "A lot of Americans focus on steering angle, but the guys out here, very minimal angle upgrades. They're just driving their ass off. How they throw it in, the downshifting, the up-revving, and the maneuvers... It's about the footwork."

D Mendoza: "If your car is a tube chassis or front-end tubed or the rear end is tubed, it's an American drift car. There's nothing Japanese about it. A Japanese-spec car is a lot cheaper, but there is definitely a lot of fabrication that goes into it."

D Mendoza: "Drift missiles, beat-up cars, you see them here, but they're usually just rent-a-cars or beaters from the military base. Japanese have a lot of pride in their stuff. Japanese cars are really clean. They beat them up and then put pride back into it to repair. The car is an extension of you. When the car next to you is clean, there is a harmony. They look good together. Japanese [drifters] look at the bigger picture, too. Like, 'I want to be part of the community, not the car is just me.' That bond is just crazy. And that's what I really love."



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STR.T



COIL-OVER



FSD



WONDER YEARS

This Goodyear-sponsored Nissan Laurel C35, owned by Takashi Haruyama, is the oldest D1GP car still running in the series—first entered in '05. It is also the only Laurel currently drifting in D1GP and the only car to participate in both Formula D Asia '14 and D1, simultaneously. It runs a tuned RB engine.

Fast facts about its owner: Haruyama loves to drink Mexican Sol beer, is the owner of Car Modify Wonder, believes “four-doors are for real men,” and personally double-checks all measurements of aero, hard parts, and body kits purchased from his shop prior to shipping.

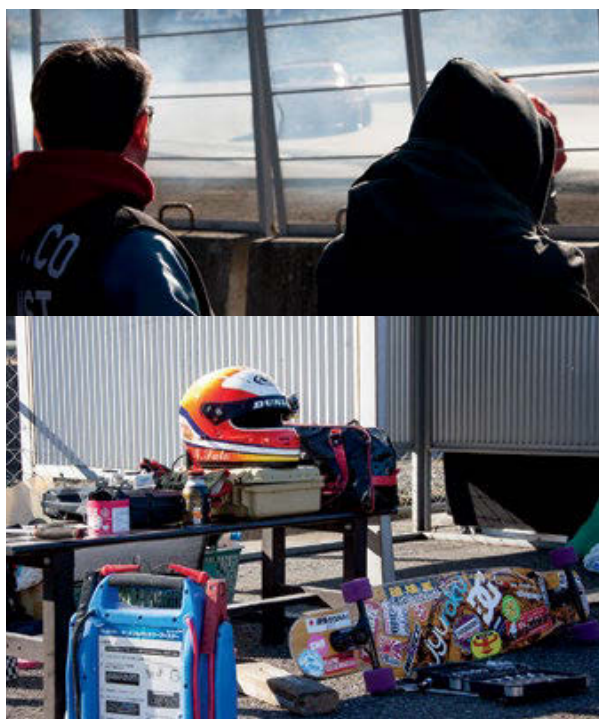




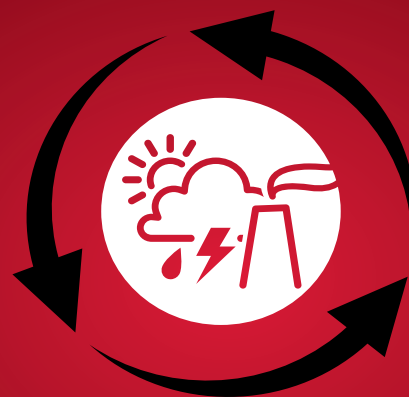
second trip to Nikko for Gushi, so he welcomed Formula D companion Matt Field with the full experience while driving Nishida's personal Nissan S13. "We had a little bit of contact on the track practicing tandem. It's his first experience, and I wanted to show him bumping is part of the game."

First-timer to Japan, Matt Field replied, "I'm blown away and a little taken back. These guys are super humble, open, and inviting—you don't always get that back home. I got to drive a 180SX, only my second time driving a right-hand drive. The level of driving out here is pretty insane. Even the street guys are so good."

D Mendoza, owner of SSAutoPower tuning shop and parts fabrication in NorCal, is a former employee of D1 and now occasionally acts as an American liaison for Japanese tuner groups. He is one of the few "round-eyes" engrained and respected within Japan's drift community.



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Scrub with supplied brush.



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Pour restorer onto a dry terry cloth or sponge.



Massage into surface then buff for brilliant results.



"You don't need a track car. You don't need an LS. You gotta put in the time." –D Mendoza



>>The real faces of drift.

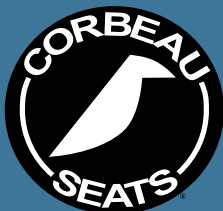


>>Brothers in boost, we enjoyed watching this Soarer and Supra sliding all day!



Vocal about his Formula D and drift style views, he told us, "Formula D guys are just "pedal to the metal" in one gigantic turn. Here, you watch the driver's feet and it's like Dance Dance Revolution—literally every guy. They have car placement that's just unbelievable. Back-Attack is Japanese style, backward entry basically. Nobody says look at the smoke and the sound. Sideways drag racing is what it ends up being outside of Japan. You can buy all the parts for your car, but they still don't sell driving skills on aisle seven of Walmart."

Agree or disagree, one thing about drifting remains—it's all about practice. Many of the cars we saw at Nikko had bent rear license plates or faint plastic marks on the windshield, indications



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TRIPLE THREAT



WORDS **Jofel Tolosa**

Variety is the spice of life. Deciding what kind of body kit you want for your car isn't like deciding what you wear to work or school. Unless you're ballin', the type of body kit you pick is a commitment and an expression of your personal style. For Nissan S-chassis owners, it doesn't come easy choosing a body kit, either, but these three drifters went with the tried-and-true Car Modify Wonder aero.

We met up with Yuuto Kujirai, Yoshioka Naoki, and Nobue Nakamura at Nikko Circuit. Despite thrashing these cars sideways for hours, at the end of the day, they were still well deserving of some additional photos.


Going in chronological order, we'll start with the '96 180SX. Unlike its North American 240SX S13 counterpart that was offered until '95, the 180SX stayed in production through '98. Using an upgraded Kazama Auto turbo and other various engine mods, Yuuto's 180SX has been bumped to 350 hp. No doubt, power is only part of the equation. Footwork is critical for every drift car, and Yuuto went with GP sports for S14 front control arms. On the outside, it's all Car Modify Wonder, specifically its Glare series with a few optional parts such as the Type 1-D front, Type 1-A sides, and a 3-C rear bumper.

The second machine is an S14 piloted by Yoshioka Naoki. An array of Tomei and Trust parts made Yoshioka's SR20DET push roughly 350 hp as well. Helping Yoshioka go sideways is a set of 3UP coilovers and suspension links. The old transmission has been swapped with a full six-speed Nismo gearbox, including an LSD, twin disc clutch, and lightweight flywheel. The exterior gets the full Car Modify Wonder treatment with a Type 1-B front, 1-A side steps, 5-B rear bumpers, and redesigned DMAX front fenders.

The S15 belongs to Nobue Nakamura. It's one of the cleanest S15s we've seen that's built and driven by a female, and she slides in style with Car Modify Wonder's Glare kit. Nobue's SR20DET also pumps out a similar output as the other two cars with the help of a Trust T518Z turbo, GSport exhaust manifold, and HKS intake. For suspension, she opted for a set DG-5 suspension with an SPL shock upgrade. Not just a weekend drifter, Nakamura has also competed in Drift Muscle, the drift series that Keiichi Tsuchiya and Daijiro Inada created in '11.



to a driver who routinely blasts through tollbooths on the way to street slaying. "You don't need a track car. You don't need an LS. You gotta put in the time and go up to the hills. When the guys here get angry at their boss, they go to the hills. When they get angry with their girlfriend, they go to the hills. Whatever it is, they go to the hills and are constantly drifting in the streets. Of course it's illegal, but you gotta practice somewhere," Mendoza said.

To a Westerner, the entire experience was magical—the cars, the colors, the precession of synchronized drift trains. This is the norm in Japan. The quality and detail of the builds are on another level. The footwork and car control at this "for fun" drift day were mind-boggling. They make it look easy and maintain a humble attitude. It is about passion, community, and that unique character we were all born with. The horsepower race going on outside of Japan makes for an exciting show and could be called evolution by some, but it's important to never forget the origins of drift. 



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THIS IS WHAT
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A **FOUR-ROTOR RX-7**
FOR THE STREET
AND TRACK

WORDS **Sean Russell** PHOTOS **Ryo Kaneta**

How far would you go to build a dream car? Would you stay in when friends had the club going up on a Tuesday, walk past the liquor aisle on a Saturday, and avoid frivolous spending like a cut-rate DJ does live mixing? Few have the will power; I sure don't. Yuki Kamakura, on the other hand, does and in turn realized his dream by building this unique four-rotor 26B-powered Mazda RX-7. More impressive still is the fact that Yokohama local Kamakura-san is only 20 years old. He had a humble upbringing and had a hand in much of the wrenching that occurred at Scoot Sports Japan.





>>A look at the six-point rollcage—gusseted for your pleasure.



"I spent 90 percent of my salary for an FD3S. I couldn't go out for play. I couldn't buy clothes. I went to the shop [Scoot Sports Japan] every day after work."



>>Owner Yuki Kamakura doing homework in between shoot locations.



We stumbled upon this clean creation during our Fresh Tokyo Car Meet the night before Tokyo Auto Salon. Before our "love at first sight," there was an eargasm—BRaaaaapppp!! The raspy exhaust note heard bouncing off the concrete walls of the parking garage was a thing of beauty (just check out the video on our website to see). As a crowd gathered around the FD3S, anxious to see under the hood, the scent of strong gasoline fumes crept into our nostrils. Running rich with no f*cks given to mpg, it was clear the mechanic coverall-clad Kamakura-san still had four-rotor engine tuning to do post-Tokyo Auto Salon. But since we hosted a meet, the time had arrived to showcase it, and we were rightfully impressed!





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HOMETOWN YOKOHAMA, JAPAN

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DRIVETRAIN ATS carbon twin-plate clutch; Cusco two-way limited-slip differential

ENGINE MANAGEMENT Vi-PEC V.88 controller

FOOTWORK & CHASSIS Crux suspension

BRAKES Mazda OEM RS-spec brakes with 17" rotors and four-piston front, single-piston rear calipers; Project Mu brake pads

WHEELS & TIRES 18x8.5" front, 18x9.5" rear Work Meister M1R; 245/40R18 front, 255/40R18 rear Yokohama Advan A050 tires

EXTERIOR Katsuta Engineering side skirts, mirrors and front fenders

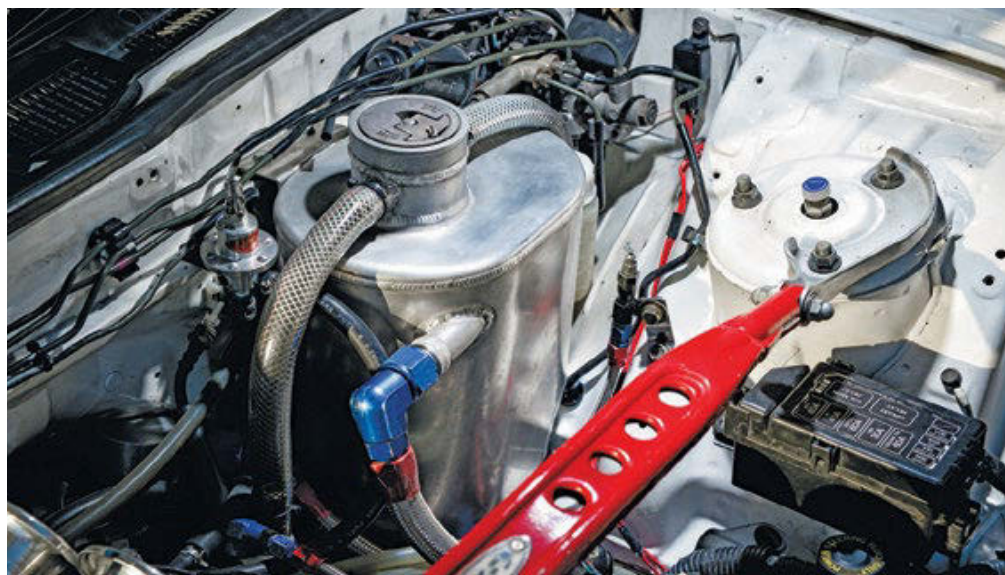
INTERIOR alcantara and leather upholstery; race seats; MOMO steering wheel; Defi gauges; six-point rollcage

WWW scoot.ico.bz

>>In the rotary world, we're used to seeing Mazda engines with two rotors; however, underneath the hood of Yuki Kamakura's FD is a custom-built quad-rotor 26B. In simplest terms, more rotors equate to more air, hence more combustion. The motor is really compact and has a small displacement with a big power ratio—effective combustion with minimal pumping loss. The internals can turn to high rpm with less stress, a reason why Yuki can rev his motor up to 10,000 rpm!




>>The four-rotor's sound is heavenly. It produces a deep note at idle and screams like a sportbike at wide-open throttle!



In '91, the Mazdaspeed 787B race car won the 24 Hours of Le Mans—it was the first Japanese champion machine. This vehicle and feat stuck with Kamakura and is the reason why he decided to build a 26B and drop it into his engine bay. Making this build a reality as a boiler operator by day was not easy, as told by Kamakura, "Basically, I spent 90 percent of my salary for an FD3S. I couldn't go out for play. I couldn't buy clothes. I went to the shop [Scoot Sports Japan] every day after work and helped their work—it was very good experience for me to know how to build this race car."

While the '91 787B Le Mans winner is a radical design, this FD is more understated. "I wanted to keep OEM style, so I didn't use so much body kit and too much dress-up parts. Simple is the best way for making street and racing car. Function is beauty," Kamakura said.

Still young, both the owner and the build, there is more fine-tuning ahead. Kamakura-san has his sights set on making a reliable 600 hp to the rear wheels, while also improving his driving ability to take on Fuji Speedway. He's built a legendary car that would gain the respect of anyone on the street or the track, but now it's time to set the record straight and show people why the four-rotor is one of the best engines in the world. 

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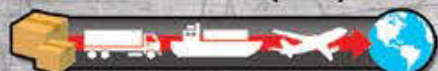
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PRIMO STATUS

SCENE: HKS PREMIUM DAY; FUJI SPEEDWAY—SHIZUOKA, JAPAN

WORDS & PHOTOS
Mike Sabouchi



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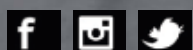
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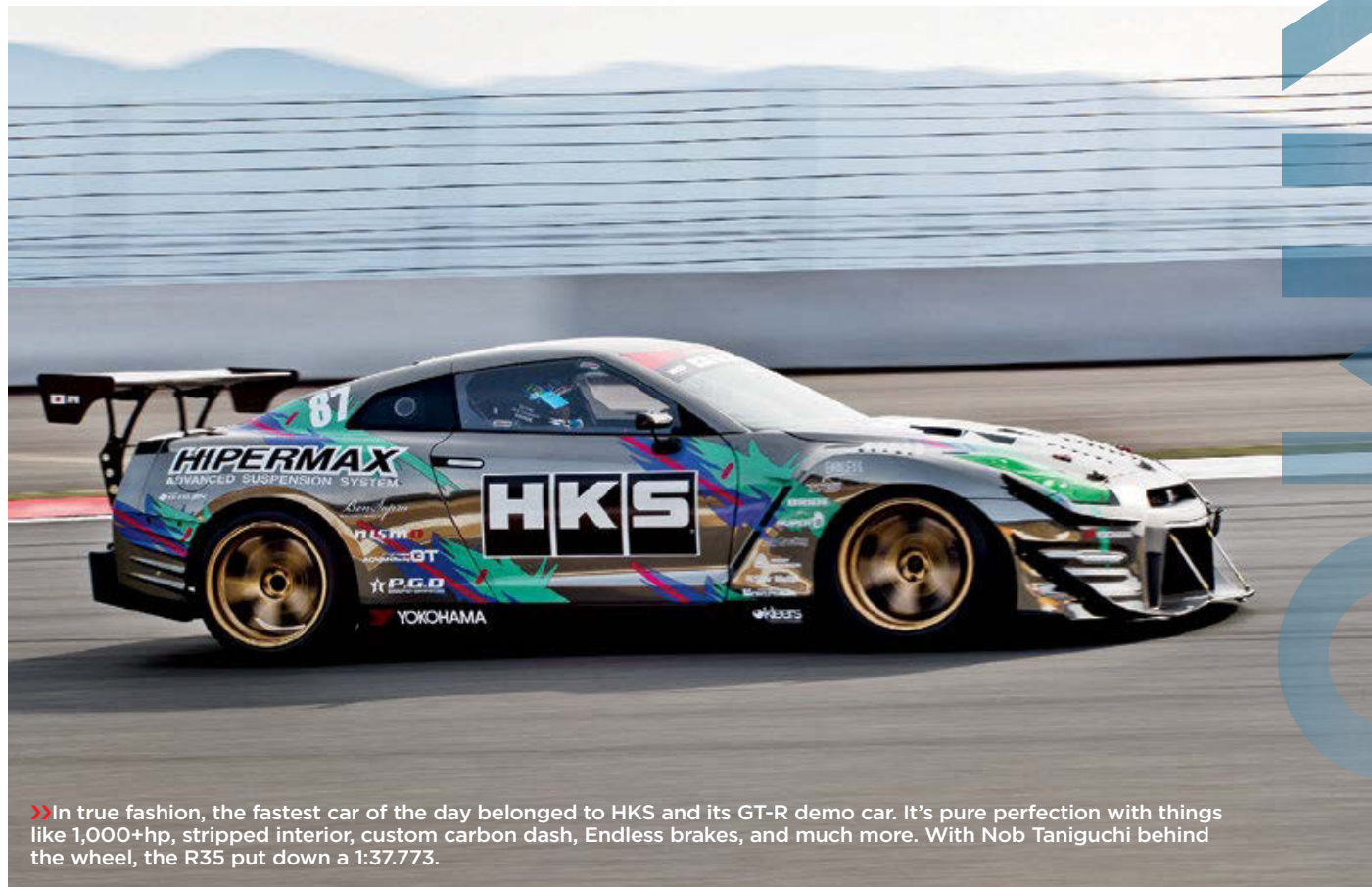


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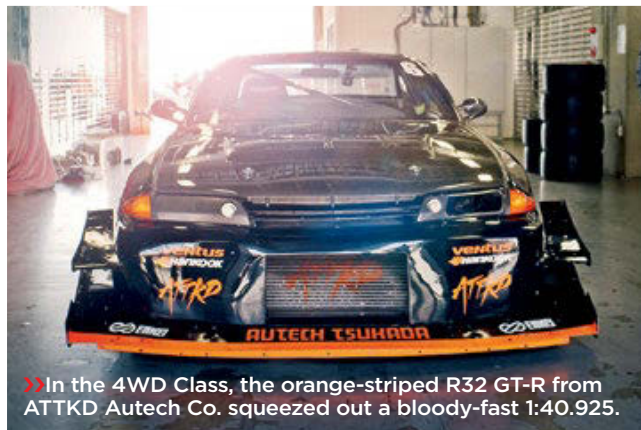
HKS Premium Day is one of those events that you must add to your calendar. There is no other time or place in the world where you will find the very best built JDM cars in one place, at one time! Yes, there is always Tokyo Auto Salon, but for the most part that is a showcase and car show. Many of those cars will never see pavement, let alone track time—that's where Premium Day comes in.

It started in '09 when the fellas at HKS got the bright idea to show off what their parts could do on the track. Their company ideology believes in testing it's parts time and time again. They don't just put out products for peak horsepower or a short shelf life, but design long-lasting parts around real-world data. Over time, Premium Day has collaborated with

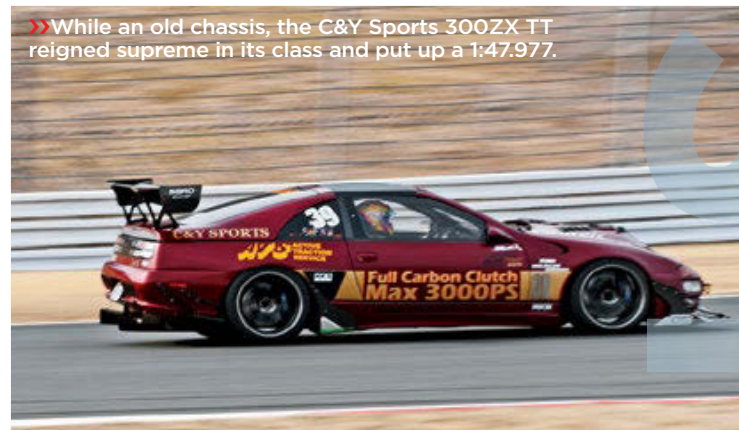
»The second fastest time of the day was set in the Top Fuel S2000 running in the Light 2WD Class. The AP1 featured some serious HKS suspension and aero tweaks from the previous year and shaved more than a second, posting a 1:39.131.



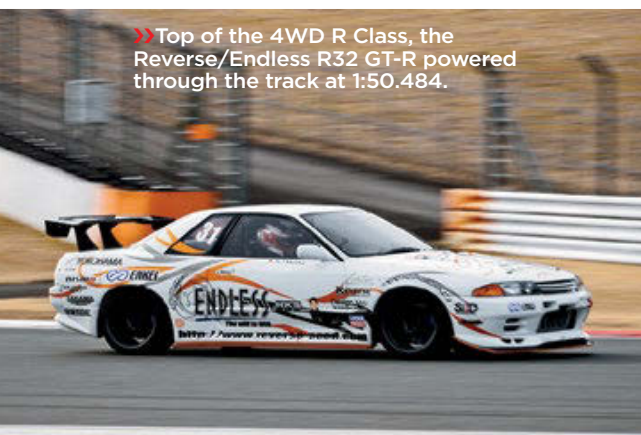
»In true fashion, the fastest car of the day belonged to HKS and its GT-R demo car. It's pure perfection with things like 1,000+hp, stripped interior, custom carbon dash, Endless brakes, and much more. With Nob Taniguchi behind the wheel, the R35 put down a 1:37.773.



»In the 4WD Class, the orange-striped R32 GT-R from ATKDD Autech Co. squeezed out a bloody-fast 1:40.925.



»While an old chassis, the C&Y Sports 300ZX TT reigned supreme in its class and put up a 1:47.977.



»Top of the 4WD R Class, the Reverse/Endless R32 GT-R powered through the track at 1:50.484.



»How's this for a field trip? Mobbin' Fuji Speedway in a tour bus!



»One of the biggest debuts of Premium Day was the SR20-powered Prime Garage C35 Laurel. It didn't take any wins but with a 1:48.423, it still turned plenty of heads for a big four-door. Also gotta give them props for making the 12-hour journey all the way from the southern tip of Japan!



»Two flawless Silvias from the Garage Mak camp.



»Not very many Euros at Premium Day, but we dug Cockpit's stripped-down, widebody M3 that put down a 1:56.081.



»Sexy with a Z-tune kit, Art Tech Hanatsuka's GT-R.

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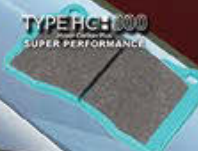
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"There is no other time or place in the world where you will find the very best built JDM cars in one place, at one time!"



>>Another legendary car in attendance, the Esprit twin-turbo NSX was ready for action with new carbon parts and wider aero. Piloted by Tarzan Yamada, the beast clocked in at 1:42.466.



>>Pro Shop Fukuoh brought out a sick pair of FDs. It's hard to pick which one we like better!



>>Sexiest 86 on the field, Shell Engineering's boosted demo car.



>>Fully built Z33 from Garage Mak tuned with HKS suspension ran the track at a respectable 1:48.820.

Option magazine to provide a time attack competition, which has brought together HKS dealers, partners, and even some competitors to see who's the fastest in Japan.

Many of us were heartbroken when we learned HKS shut down its U.S. headquarters in '11. But thanks to Motovicity Distribution, our favorite JDM parts are still readily available—just like nothing has changed! We've continued a close relationship with Motovicity and were lucky enough to receive one golden ticket to Japan for Premium Day.



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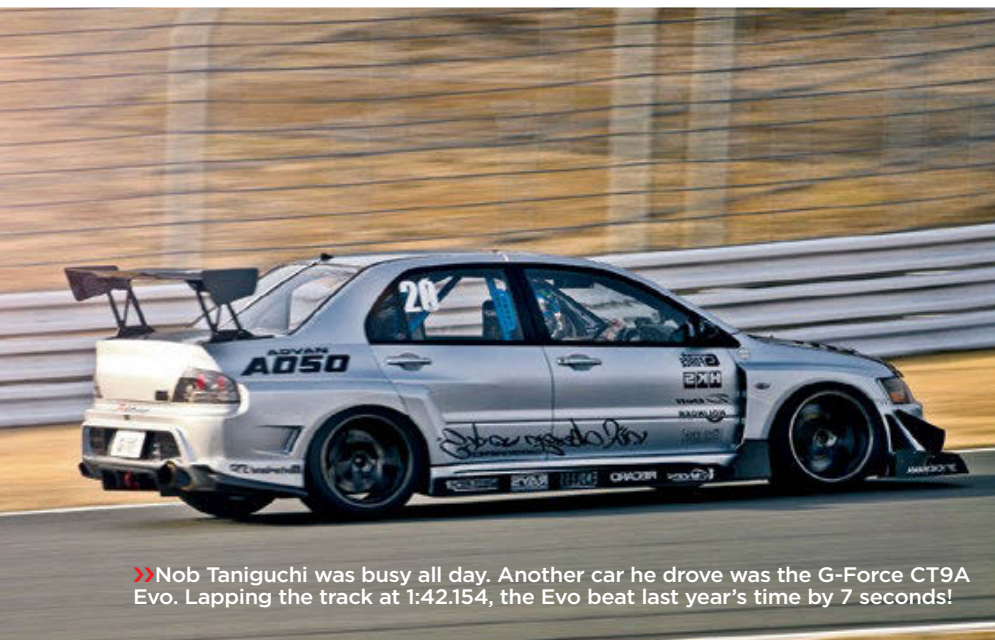
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>> RS Pantera's 20B-powered RX-7. Braaap!

>>Like HKS, another iconic R35 GT-R in attendance was the Top Secret build. Plagued by some technical difficulties, it didn't get a competitive time but was still badass to see in person.



>>Nob Taniguchi was busy all day. Another car he drove was the G-Force CT9A Evo. Lapping the track at 1:42.154, the Evo beat last year's time by 7 seconds!




MIKE'S PICK!

This Legacy built by Shop Racing Spirit's Mori is truly epic. With goodies such as a JUN-built motor, HKS GT30 turbo upgrade, Prova aero, Ganador mirrors, stripped interior, and TE37s, this wagon isn't your average grocery getter!



>>No stranger to the time attack world, Pan Speed came strong with a new RX-7 build. Featuring a completely new aero package, its first shakedown at Premium Day was an impressive one with a 1:45.146.

And since Sam, Sean, and Jofel left me hanging during their Tokyo Auto Salon trip, this opportunity was all mine!

The day's activities included everything you could possibly think of if you're a car nut: time attack, passenger ride-alongs, track tour, dyno, car show, product showcase, marketplace, and more. Unlike some track events here in California, the entire Fuji Speedway was packed to the brim with spectators and people who wanted to show off their cars. Even something like the drift course, one of the minor attractions of Premium Day, was overflowing with people. I felt like I had died and gone to heaven! There was so much stuff going on, it was impossible for just one man to cover the entire day; however, since HKS prides itself with parts that work on the track, I focused my coverage on the time attack side of things and highlighted the fastest and raddest cars. Enjoy! 



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CAMBER KING



SIMPLE IS BEST WHEN IT COMES TO BUILDING THIS VIP SOARER

WORDS **Steve Enomoto** PHOTOS **Colin Waki**

Decades ago in Japan, when a luxury vehicle was customized beyond its factory-equipped amenities; the VIP “Bippu” culture was born. Today, this VIP culture falls within the realm of the resilient worldwide stance movement, and its cars are not limited to just luxury vehicles.

Koki Matsuyama of Mie, Japan has invested more than \$20,000 on top of his '02 Toyota Soarer to gratify his rendition of a VIP car. In true USDM style, he's performed a Lexus conversion—it's known to most of us as the SC430—along with adding an Artisan Spirits front bumper and Blow Design sides and rear bumper kit. The vehicle was re-sprayed with the factory Absolutely Red three-stage paint. But little did Koki know that with the body and paint perfected, he was about to encounter the most difficult aspect of his VIP build—the fitment.

The primary objective was for the fender edge to rest eloquently on top of the wheel lip when the ride height is set at its lowest position. Never making contact, with the clearance between the two under 1 mm, the feat requires careful calculations and mathematics beyond your average college graduate. To perform this on all four corners took the



help of experts such as Otas Cars and the specialized products they offer, as well as scrupulous alignment settings. When a vehicle is dropped this low, it must be on an airbagged suspension—in this case an Air Force Suspension system. However, although the airbags enable the frame to be dropped to the ground, it doesn't mean that other surrounding components would acquit this project without certain

resistance. Here, a set of Otas Cars adjustable upper mounts and upgraded control arms was installed on the front and rear. The Otas suspension arms provided a wide spectrum of adjustability where the staggered 18-inch Work Meister M1 wheels were added into the mix. Camber settings exceed -8 and -10 degrees front and rear, respectively, and with careful consideration of the Nankang tire sizing calculated into the equation. The fenders were extended 50 mm on each side to enable the Meisters to negligibly tuck in the fenders yet protrude extensively—representing the definition of a perfect VIP-styled car.

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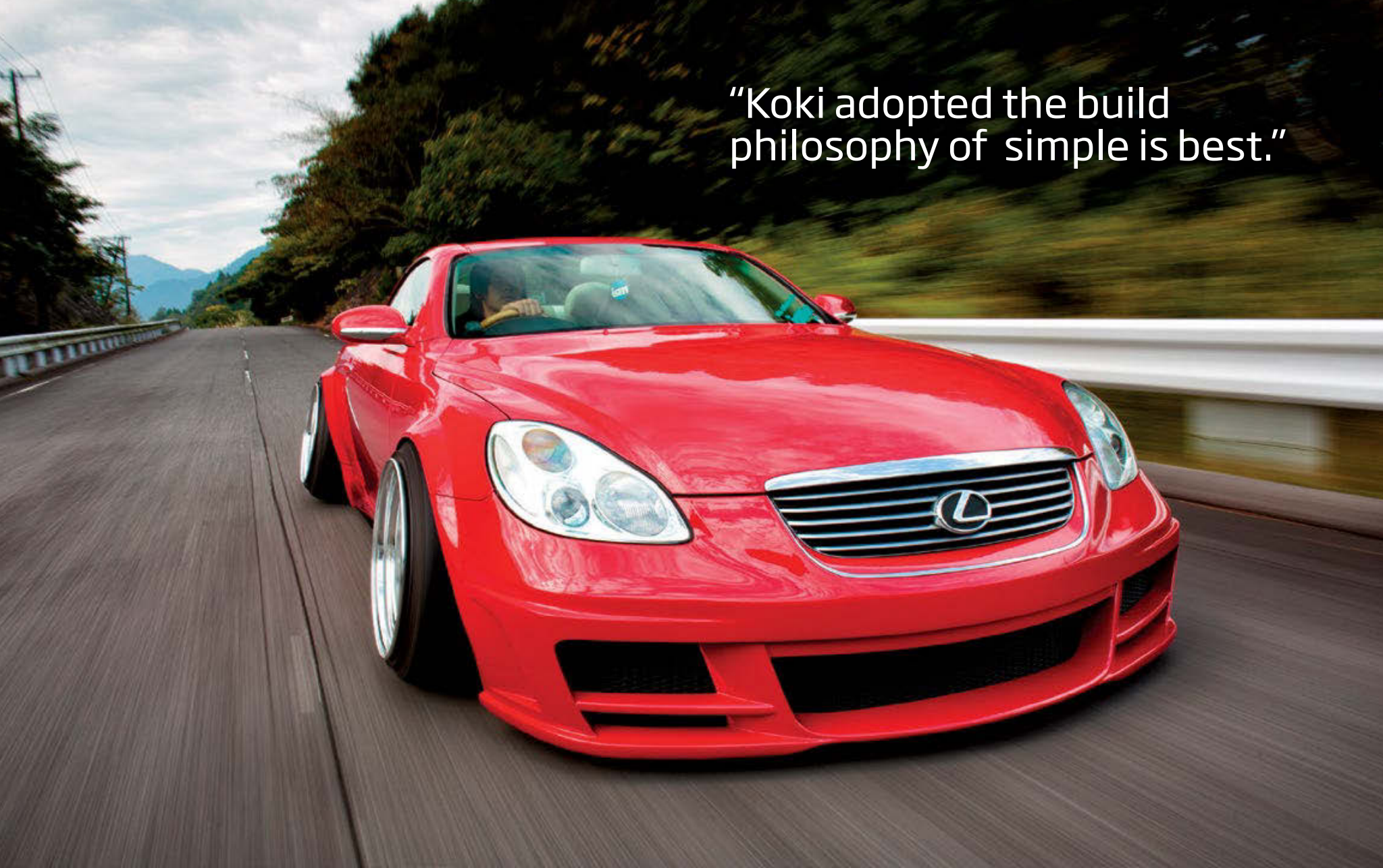
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"Koki adopted the build philosophy of simple is best."



TUNING MENU '02 TOYOTA SOARER

OWNER KOKI MATSUYAMA

HOMETOWN MIE, JAPAN

ENGINE 3UZ-FE DOHC V-8

with Otas Cars exhaust

FOOTWORK & CHASSIS Air

Force suspension; Otas Cars
slide upper mounts, lower
control arms, toe control arms

WHEELS & TIRES 18x12"

-38 front 18x12.5" -57 rear

Work Meister M1 wheels;

225/35R18 front, 265/35R18

rear Nankang NSII tires; BLOX

Racing lug nuts

EXTERIOR Artisan Spirits

Front Bumper; Blow Design Mode Parfume side steps and rear

bumper; Otas Cars 50mm over fenders; bodywork by Tailor's Garage;

OE Lexus Absolutely Red paint

THANKS YOU Yuki Sata, Naoki Ishijima, Naoto Iida at Otas Cars;


Yuki Sato at Ismart; Masaki Yoshimori at Tailor's Garage; Ryosuke

Maehata, Shohei Abe at Charatis



>>Otas Cars exhaust lets the V-8 sing!



Koki adopted the build philosophy of "simple is best." To the eye of the beholder, the simplicity viewpoint of his creation can be arguable. On the other hand, it's safe to say that it's definitely not complicated. Non-enthusiasts may look at the machine as a kitted, cambered-out, negative-offset vehicle. But we all know that to us, achieving that feeblest millimeter of tolerance for that specific "look" takes a great amount of blood, sweat, tears, and camber. 

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RWB NIGHT OUT

After a 12-hour flight from Los Angeles, followed by another hour in the car from the airport, the *Super Street* squad finally made it into Tokyo. The sun was beginning to set and we didn't want to waste anytime, so we dropped off our bags at the hotel and hit up the Roppongi district of Tokyo. This area is known for some happenin' Westerner nightclubs and bars, but we were there for the annual RWB meet that takes place in a small parking lot outside the Hard Rock Café. For the past few years, it's been sort of the first thing to kick off Tokyo Auto Salon weekend and get people's blood pumpin' with excitement. Although we didn't run into RWB founder Akira Nakai, there was a sweet showing of busty Porsche 993 and 964 widebodies in the lot. Oooweeel!



>>>A pair of orange 911s were parked front and center—both rockin' Work Meister S1 wheels.

>>>This blue-on-blue 993 was too sexy!



>>>We couldn't keep our eyes off this 964, nicknamed "Mujer Bonito."



BIGGER AND BETTER JAPAN'S MOST POPULAR VIP EVENT

PHOTOS Colin Waki

It's not for everybody, but there's no mistaking VIP cars are becoming more popular around the world. Just take a look at coverage from Sessions Platinum last year. Held at Fuji Speedway, this 7th annual show brought out hundreds of slammed sedans from Nissan Presidents and Cimas to Toyota Celsiors and Aristos—the list of big body four-doors goes on and on. We call it "VIP," but the movement is known throughout Japan as *bippu* with the style's stretched tires, cambered-out wheels, luscious interior, and low ride height. But whatever you want to call it, these modified luxury cars are becoming more popular and sexy than ever! Big ups to our Japan correspondent Colin Waki for these great snaps. Visit superstreetonline.com for more.



NEW PRODUCTS



GREDDY CNC SHIFT KNOBS

Our friends at GREDDY have released two new shift knobs. This particular design is an evolution from its classic diamond-shaped shift knob, which is originally found in GREDDY's GREX race sequential gearbox. Now you can pretend to be shifting like the pros! From \$49.96, greddy.com



PIONEER XDJ-RX

If you think Pioneer only makes head units and subwoofers, think again! Check out Pioneer's newest all-in-one DJ console—the XDJ-RX. It's designed to be portable and incorporates two separate digital players, a mixer, and a built-in 7-inch monitor. It'll allow DJs to quickly play music stored on a USB device and eliminates the need to lug your laptop around. Turn down for what! \$1,799, pioneerdjusa.com



DEATCHWERKS DW100

The quality, performance, and reliability you've grown to love in past DeatschWerks products are now available in a pump created especially for a daily-driven vehicle with its new DW100. This in-tank pump was engineered to minimize noise, vibration, and harshness. The affordable in-tank pump is the perfect option for an OE replacement. From \$99, deatschwerks.com



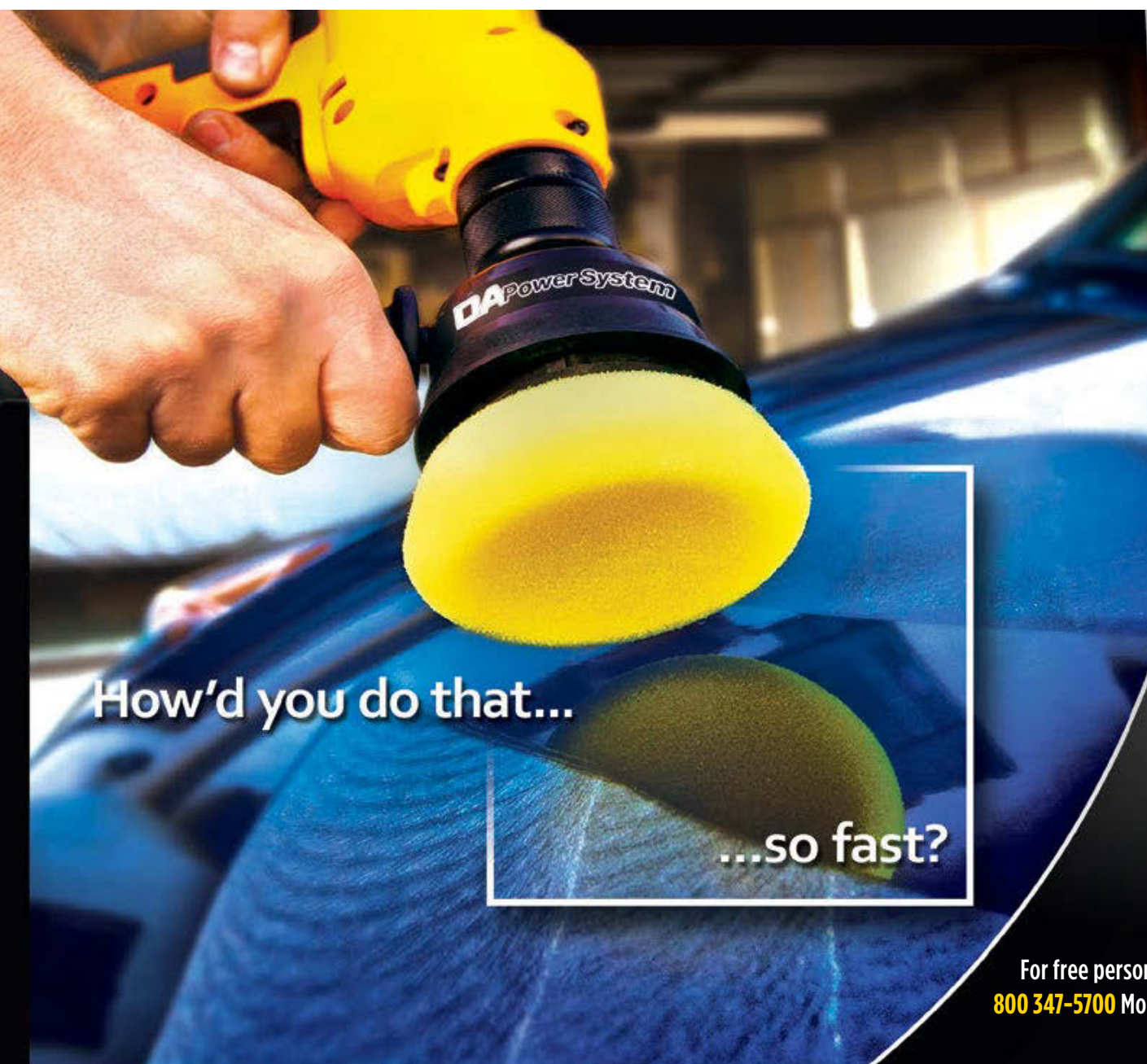
RADIUM ENGINEERING FUEL RAIL KITS

To end all erratic fuel delivery and fuel pressure issues, Radium has produced a fuel rail package and upgrade kit for Subaru Boxer engines (WRX, STI, Legacy GT, and Forester XT). For the older models, the kit converts the OEM side-feed injector setup to a top-feed. For the later models, the upgrade is a bolt-on kit that allows you to run different height injectors. Both feature larger 15.2mm internal bores and are made of CNC-machined 6061 aluminum. From \$269.95, radiumauto.com



SSR FORMULA MK-III NEO

We love how SSR is bringing back its old-school wheel designs. Last year the company brought back the Formula Mesh; this year it's releasing the Formula MK-III Neo similar to the original MK series. They are available in 16-inch reverse lip for the guys keepin' it old school and 19-inch with a stepped lip for today's bigger cars. From \$550, ssr-wheels.com



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FOUR DOORS ARE FOR REAL MEN



A silver Nissan Skyline GT-T is shown from a front-three-quarter view, parked on a dark asphalt surface. The car's front features a large, dark grille with a mesh pattern, and the headlights are visible. A Japanese license plate is mounted on the front bumper, displaying the text 'つくば332' and 'ゆ... 34'. In the background, a green chain-link fence runs across the frame, with some blurred structures and foliage behind it.

A UNIQUE TAKE ON THE NISSAN SKYLINE GT-T

WORDS & PHOTOS Jofel Tolosa

Contrary to popular belief, the streets of Japan aren't overflowing with Nissan Skylines. You'll see one just about as much as you'll see an RX-7 or Supra here in the States—not out of the question but not an everyday sight. Even more rare in Japan is a four-door Skyline, like the one we encountered at our Tokyo Fresh Car Meet and also in the parking lot of Nikko Circuit during Car Modify Wonder's drift event.

Turns out the beautiful R34 GT-T is owned by Junya Nakata, who lives in Tochigiken prefecture in the Kanto region. We hunted him down at Nikko Circuit just before he had to drive home. "I like the Skyline GT-R appearance and I like sedan-type cars," he began telling us, "but the R34 Skyline GT-R doesn't have a sedan body. So I combined the GT-R appearance together with the sedan body." His reasoning was pure genius if you like the GT-R styling but want the functionality of a sedan. The retrofitted parts were all original BNR34 pieces, including the front bumper, front fenders, and hood. The side skirts, rear fenders, rear bumper, and spoiler were made by URAS (inverted



>> The Altrack equal-length headers help provide a sound that's synonymous with the GT-R.

TUNING MENU '00 NISSAN SKYLINE GT-T

OWNER JUNYA NAKATA

HOMETOWN TOCHIGIKEN, JAPAN

OCCUPATION COMPANY WORKER

ENGINE HKS intake; Blitz front-mount intercooler; Ohsumi radiator; Altrack equal-length exhaust manifold; custom Strange exhaust with Kakimoto muffler

FOOTWORK & CHASSIS Trust coilovers with 326 Power springs

BRAKES BNR34 GT-R Brembo brakes

WHEELS & TIRES 19x10.5" +15 Yokohama Advan GT wheels; 245/35R19 Nitto NT555 tires

EXTERIOR BNR34 GT-R front bumper, hood, front fenders; URAS side skirts, rear fenders, rear half bumper, and roof spoiler; BNR34 GT-R Nur Millennium Jade Metallic paint

INTERIOR Bride Brix seats; Nardi Classic steering wheel; Defi gauges; Nismo combination meter; HKS turbo timer; Clarion head unit




>> The four-door Skyline GT-T isn't all-wheel drive and doesn't come with the divine RB26 like the GT-R, but we don't mind its rear-wheel drive configuration or the potent RB25, either!



for "saru," translated to "monkey"). And to complement the R34-esque look, the paint was also borrowed from an R34 GT-R-only color—Millennium Jade Metallic.

"I like stance style, too," Junya continued, "so I lowered vehicle height lower than an orthodox GT-R owner would." The sedan is slammed using Trust coilovers, which nicely tuck a set of 19-inch Advan GT wheels.

Besides the exterior, the GT-T has a number of differences from its GT-R big bro such as having an FR layout. Under the bonnet is a slightly less powerful RB25DET motor also, but that didn't stop Junya from letting it perform better. Simple JDM bolt-ons such as an HKS filter, Blitz intercooler, and upgraded radiator allowed the 2.5L to breathe better and stay cooler. Junya added, "I wanted the exhaust sound of the RB26DETT that the RB25DET doesn't have. So I installed an Altrack equal-length stainless exhaust manifold." Along with a custom exhaust built by Strange, it's pretty hard to tell this inline-six from a regular GT-R by its sound.

There's a saying in Japan, "Otoko no Yonmai." Translated, it means "A man's four-door" but is interpreted as "four doors are for real men." Junya's unorthodox GT-R-themed Skyline definitely lives up to that saying and is another excellent example of what makes the Japanese car scene such an extraordinary place. 

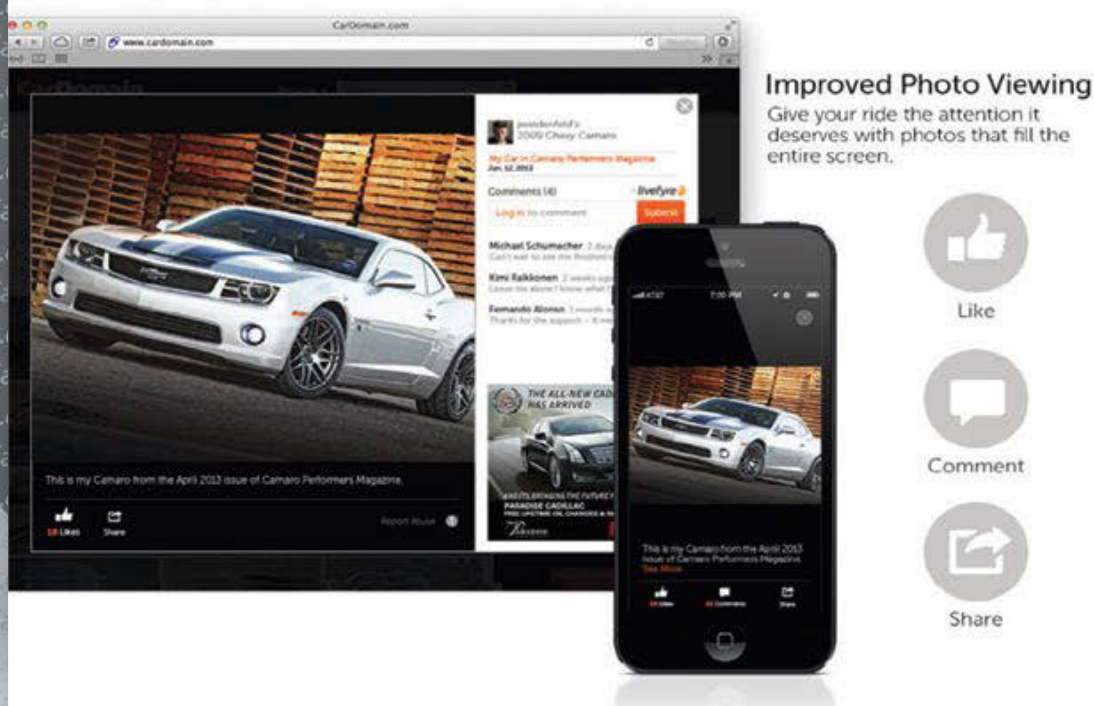
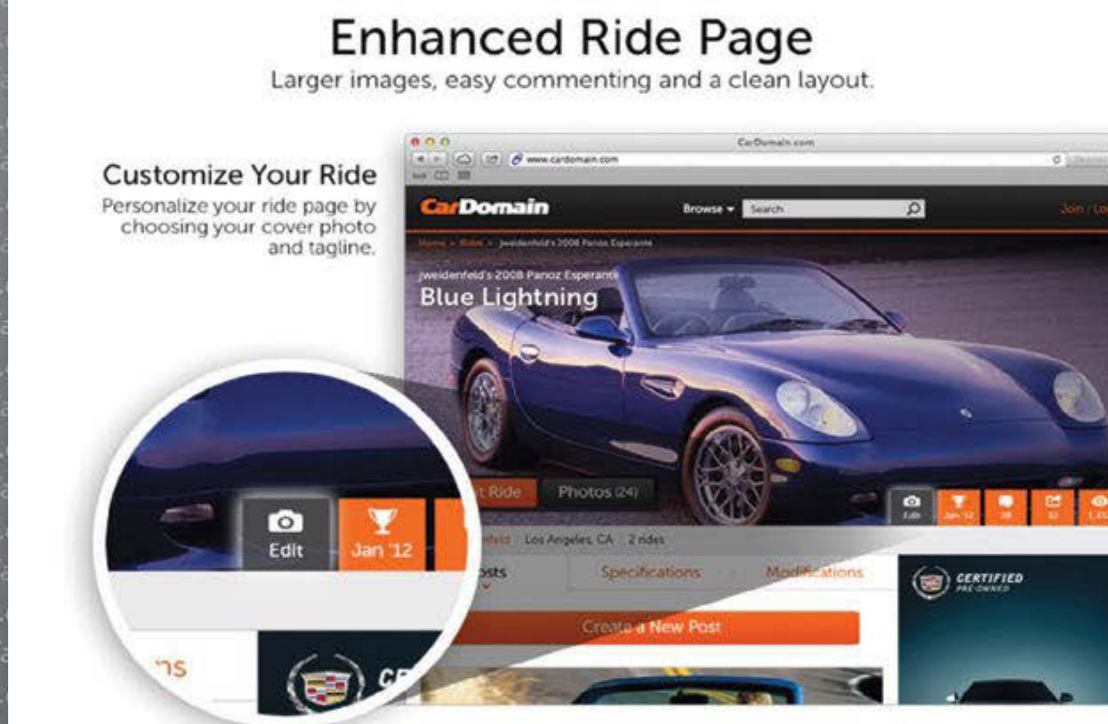
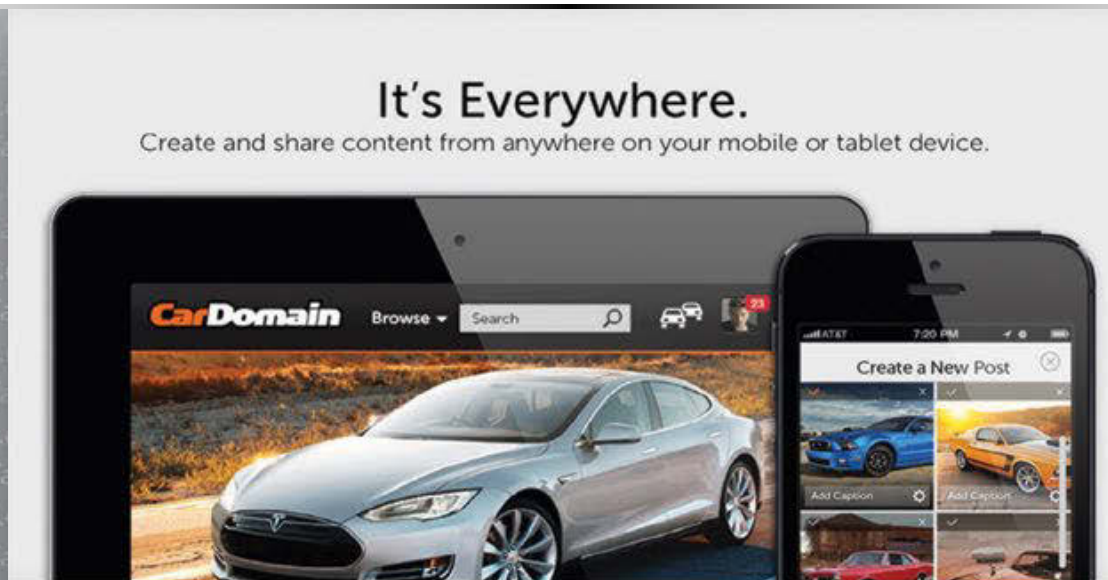


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AMERICA, BUT
YOU WOULDN'T
HAVE GUESSED
IT WITH HIS SICK
HACHIROKU!

WORDS Sam Du PHOTOS Sam Du, Jofel Tolosa



I might have lied... Earlier in this issue, I told you my favorite car from our Tokyo Fresh meet was Takuya Takahashi's Levin coupe. But I had a tough choice. A car that equally broke my neck was Robert Limtiaco's Hachiroku. His Levin-converted Sprinter Trueno looked immaculate with lustrous burgundy paint, rare fenders made by Impulse, and extremely wide Works CR01s. But wait a minute... "Robert?" That doesn't sound Japanese at all! Upon meeting the young owner, I quickly found out he's not Japanese, speaks English, and even lived in Vegas for 15 years before moving to Texas. At 19, he picked up everything and decided to relocate to Japan to work for the military. With no language barrier between us, it was cake setting up a photo shoot with him and even easier to get to know him.



Robert grew up like many of us. In middle school, he was into chasing girls and skateboarding. He got his first taste of cars from an older cousin who owned a Prelude. He also credits *The Fast and Furious* for peaking his interest. Of course, he eventually learned that modified cars weren't all about underglow neon and NOS. When he was old enough to drive, he immersed himself into the Honda scene, and well, I'll let Robert tell you the rest!

SS: So your AE86 is quite pimp, but what were you driving before?

RL: Before I graduated high school back in the States, my dad made a bet with me because I was fuckin' up in school. He told me to get good grades and he'd get me a car—so I did! Haha. I ended up getting a DC5 and built that up until I left. It was my first build with full suspension, audio, brakes, and a GReddy turbo making 290 whp. I showed the car at Wekfest and two weeks later, I was in Japan!

SS: Coming from the U.S. to Japan, how is it building a car here?

RL: Building a car in Japan as an American can be difficult—the language barrier mainly. It's hard to talk to individuals in the scene unless they speak English, and I can't read shit, so it's hard to sometimes find what I need. Besides that, though, Upgarage and used parts stores are big out here. Yahoo! Auctions Japan is another good place—deals pop up often. Used wheels are cheap as shit compared to the States, too.

SS: Where does the story of this AE86 start?

RL: After being a Honda guy, I wanted to try a different platform and experience

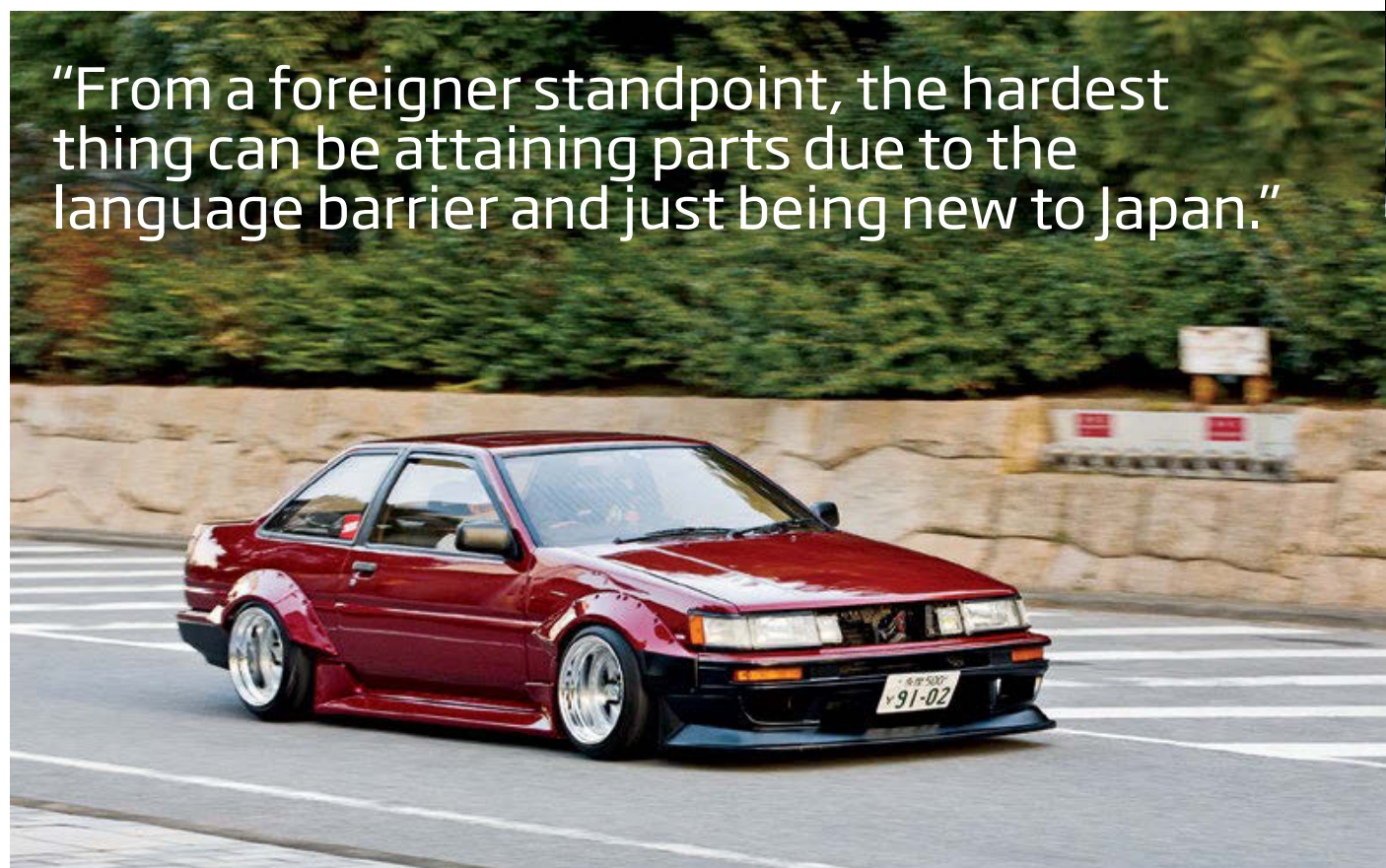
sliding. I got my orders to Japan and knew I had to learn to slide out here. Back in the States, I had always tried to pick up an 86, but being in Texas, there wasn't much nearby, and I never found one. Before I settled on an 86 here in Japan, I considered everything from a Silvia, R32 GTS-T, Cresta, Chaser, and Laurel. I think what made me finally land on an 86 was watching the driving style 86 owners had in Japanese drift videos. Then I saw a super-clean 86 built by a Japanese local—that really made me want one.

SS: And now you have built one! Was it as hard as you thought?



>> Impulse flares—so sexy and so rare!

“From a foreigner standpoint, the hardest thing can be attaining parts due to the language barrier and just being new to Japan.”



RL: Haha! So where to begin... I guess the hardest thing would be dealing with a 30-year-old chassis. Rust for one, and two, finding OEM parts that have been long discontinued. If you find them, they're pretty expensive. From a foreigner standpoint, the hardest thing can be attaining parts due to the language barrier and just being new to Japan. I luckily got introduced to Masato Hamanaka, a 4AG Club member, who speaks English and has been the backbone to my build for parts. Like all the 4AG Club members who have been doing this stuff since around their high school years, he has all the connects and local respect that I don't have. Huge credit goes to him for the build.

SS: What's your favorite part about the car?

RL: Kind of hard to pick! I'm pretty excited for this motor build, which I'm trying to throw down before the end of this year. But if not that, then I guess maybe the Work wheels. Inspiration I drew for this car came a lot from the wild, super-aggressive S-chassis builds you see all the time. Wild flares and aero, super-fat three-piece wheels—that's what I wanted.




>>> You know we're American when we blockin' the bus lane outside of the train station for this picture



>>> 4A-GE is still stock minus an exhaust. Robert

I wanted as much low and lip as I could get, and I think I did a pretty decent job at achieving that.

SS: You've now built a car in the U.S. and Japan. How do the scenes compare?

RL: The States simply just can't compare. California is the closest we'll ever have to Japan, but even then, Japan is still on a completely different level, and it's something that's hard to really explain unless you come out here and experience it for yourself. Before I came out here, I already knew all the hype we put on it in the import scene and whatnot, but Japan lives up to that hype and then some! Between the touge, circuits, drifting, time attack, events, street culture... Japan has it all and goes hard in all aspects. 

TUNING MENU '84 TOYOTA SPRINTER TRUENO GT-APEX

OWNER ROBERT LIMTIACO

HOMETOWN LAS VEGAS, NV (NOW LIVING IN JAPAN)

OCCUPATION COMPUTER TECHNICIAN

ENGINE Upgarage 60mm straight pipe exhaust with dual tips; TRD spark plug wires

DRIVETRAIN TRD two-way limited-slip differential

FOOTWORK & CHASSIS Largus Spec S coilovers with 8K front and 6K rear springs; adjustable panhard rod and front strut bar

WHEELS & TIRES 15x9" -31 front, 15x9.5" rear -37 Work Meister CR01 wheels with custom Lightning Silver finish; 195/45R15 front, 195/50R15 rear tires

EXTERIOR OE Levin Kouki headlights, corner lights and foglights; Run Free Type II front bumper; Origin Streamline side skirts; OE Zenki rear bumper; Kouki rear trunk garnish; Impulse N2 25mm front, 40mm rear flares; custom Mitsubishi-based paint

INTERIOR Bride Zeta III and Digo Type R seats; Nardi 330mm Deep Corn Wood Grain steering wheel; Boss hub adapter; Hitman 125mm shift knob; Techno Toy Tuning spin turn knob; OE Levin window visors; Carrozzeria head unit and rear speakers

THANKS YOU The Man upstairs; Masato Hamanaka at Quick Response Garage; Ishida Kimiyoshi; Namiko Mitsuhashi; Ricky Parrish; Robanni Quedding; Yusuke, Ryohei and Mizuki at Y's Garage; my family and friends for all their support



>>> Jofel feels so JDM to be in the passenger seat on the left side.



>>> We spy...dildo shift knob.



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Photo: Jofel Tolosa

TSW





CHICANE - Matte Gunmetal

The new Chicane wheel, shown above in a Matte Gunmetal finish is available in 18, 19 and 20 inch staggered fitments, as well as a 17x8 inch size. The Chicane features an aggressive fifteen spoke design with striking details extending out to the rims edge and an innovative bolt circle design. The rear fitment features a more severe concave profile to accentuate the staggered look. Visit our website [for more details](#) and to view the complete line of one-piece, multi-piece and Rotary Forged® wheels.

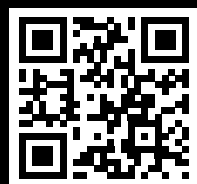


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